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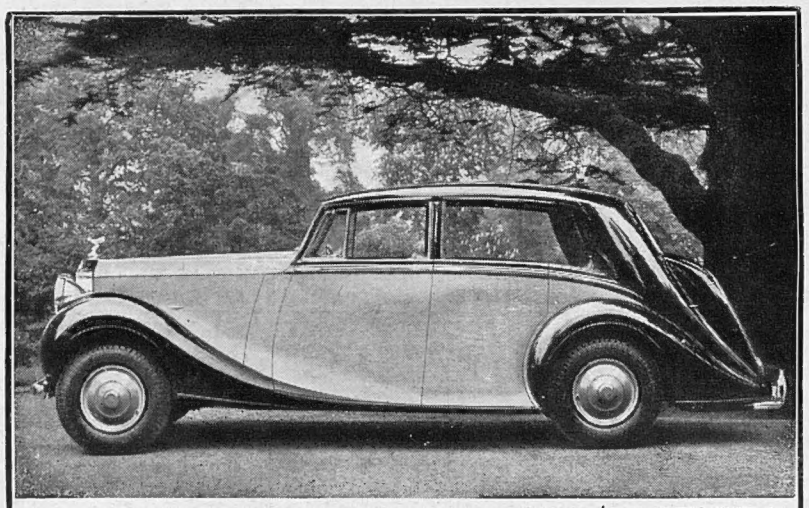

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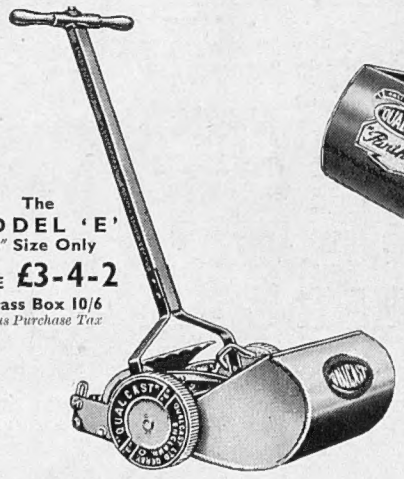

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Volume CLXXXVIII No. 2459 The SPHERE, London, March 22, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE PUNJAB BECOMES A BATTLEGROUND—WRECKAGE LYING IN AN AMRITSAR STREET AFTER SIKHS AND HINDUS HAD JOINED BATTLE AGAINST THEIR MUSLIM OPPONENTS : Over 1,000 Indians were killed in last week's fighting and the disturbance has spread throughout the province

Throughout the Province of the Punjab, Muslims, blazing a trail for Pakistan, have clashed with their Hindu and Sikh rivals. Death and destruction have spread from town to town, and in Lahore, Amritsar and Multan bloody street-battles have occurred and the death-roll at the time of writing is 1,036, with a rather greater number reported as injured. On March 2 the Coalition Government of the Punjab, in which the Muslims had no part, resigned from office, and the Governor, Sir Evan Jenkins, took over the administration of the province. This could only be a temporary measure, however, its sole justification being to end Hindu-Sikh agitation against the threat of Muslim rule. Last Sunday Pandit Nehru, India's Chief Minister, again met Sir Evan Jenkins after both had paid flying visits to the principal riot areas. Both reported that the province was still in a highly inflammable state

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Truman's Bombshell.—I recognise now the great significance of Mr. Truman's sudden decision to persuade the U.S. to come to the aid of Greece and Turkey. Most modern events of importance emerge nowadays "from the blue"—foreseeable but unexpected on sight. It is the custom of our publicists, who are responsible for mass education in political topicalities, to simplify such problems to the barest limit of accuracy. And, accordingly, we usually get a fair idea of the importance and implication of major trends, turns and decisions. But this Truman-Greece business left me guessing. I could not see, at first, what Truman had tried to do, why he did it so suddenly, why the world gasped. Next, it struck me that U.S. Intelligence concerning the financial and political state of Britain must be very faulty, seeing that *our* announcement of inability any longer to prop up the Greek Government with men and money came as no surprise to John Citizen. Then, when I saw the full implications of the whole aspect of Truman's proposed foreign policy, I assumed that Russia would receive it as virtually a declaration of war on the Soviet regime, a declaration announced strategically while the atom bomb bulge is still in the U.S.A.'s pocket. And, finally, I assumed that half America would howl Truman down. Neither of these last two expectations was fulfilled. Russia took things far more calmly and reasonably than I supposed. And America was not cleft in two. Truman's bomb was and is certainly no damp squib. But neither is it a Hiroshima bust-all, or so it seems. If it does its job and goes off, it may (we are asked to believe) prove a first instance of the new energy turned not to destruction but to peaceful ends. But still (at the moment) I must take all that on trust.

His Finest Hour : For Oratory.—The "ranks of Tuscany" have been the first to acknowledge the greatness of Mr. Churchill's recent speeches, on India, Palestine, the White Paper; and having praised his oratory to the skies have proceeded to tear his speeches to pieces, item by item. (Such was Pope's successful method in criticism.) "Mischievous, destructive, unpatriotic, inaccurate," and so on. Whichever view is nearer the truth, we, the public, may petulantly murmur "Words, words, words." What use for words well chosen, phrases finely composed and delivered, flowers of speech and barbs of wit, so long as a solid working majority in the House can guillotine speech, turn a deaf ear to argument and go its own way, deaf alike to reason, to criticism, to logic, to fact, to warnings? No use at all? Well, one small indication of repentance has come out of the Transport Nationalisation Bill. But it is a very long-term persuasion. A new patent medicine is not accepted until months of patient and persuasive propaganda have been poured into the public ear, until Nosnibor's Nostrum has become a household word, written up on every bus, drummed into every ear. Mr. Churchill's job as a Government critic to-day was never so easy—or so hard. The joints gape in the Socialist armour. A child could get through every time. An oratorical giant scores a hit wherever he pleases. And every drawing of blood (as I see it) draws a cheer from the Conservatives and a stronger counter-cheer and backing from the Government and its supporters. The more the joints gape, the more the ranks close. Every tilt at Attlee's men sets them firmer in the saddle and closes the ranks of the 37 per cent. of the nation which supports them through thick and thin (and mostly thin). So it seems to me. So, I suppose, it seems to Mr. Harold Nicolson, who greatly desires to re-enter Parliament.

THE PUNJAB BECOMES A BATTLEGROUND—WOUNDED INDIAN POLICE RECEIVING TREATMENT AFTER ATTEMPTING TO CONTROL RIOTING SIKH AND HINDU STUDENTS IN THE STREETS OF LAHORE: At the beginning of this week the death-roll in the province had reached over 1,000 and the disturbances had spread from Amritsar, Multan and Lahore to outlying towns and villages. At Sargodha, in Lyallpur district, a mosque was burned and Muslims retaliated by burning twenty-four Hindu shops, two houses and three temples

The Great Inquisition.—The great debate on the Nation's balance-sheet brought clearly out—if facts and logic still mean anything—two or three incontestable points which must have carried conviction to every schoolboy save those in Mr. Attlee's Cabinet. The first duty of any Government is to govern; and to lead, if it can. Planning must precede administration, but must be adjusted to a nation's resources and confined to priorities. Administration is infinitely more important than legislation. In the desperate economic crisis to which the nation has been brought, national unity is a first essential to salvation. If this Government had a mandate from even 51 per cent. of the electorate—which it has not—its prime duty should be to give fair consideration to the views of the minority, in the supreme task of achieving unanimous goodwill. It should compromise in legislation. There are very meagre indications that any of these points have impinged on Mr. Attlee's Government. Legislation proceeds full throttle, capitalism is trounced and tilted at as fiercely as on the hustings and tubs, the coat of planning is still being cut to suit limitless cloth, the guillotine is set for minority critics and opinions, and the very last aids which the Government appears to value in its desperate task are a united nation and a defined and restricted area on which to rebuild on sound foundations. The heady wine of power, and not the bitter lees of failure and the hangover, still dominates the Ministry. The Fourth Form at St. Dominic's has not learned its morning lesson.

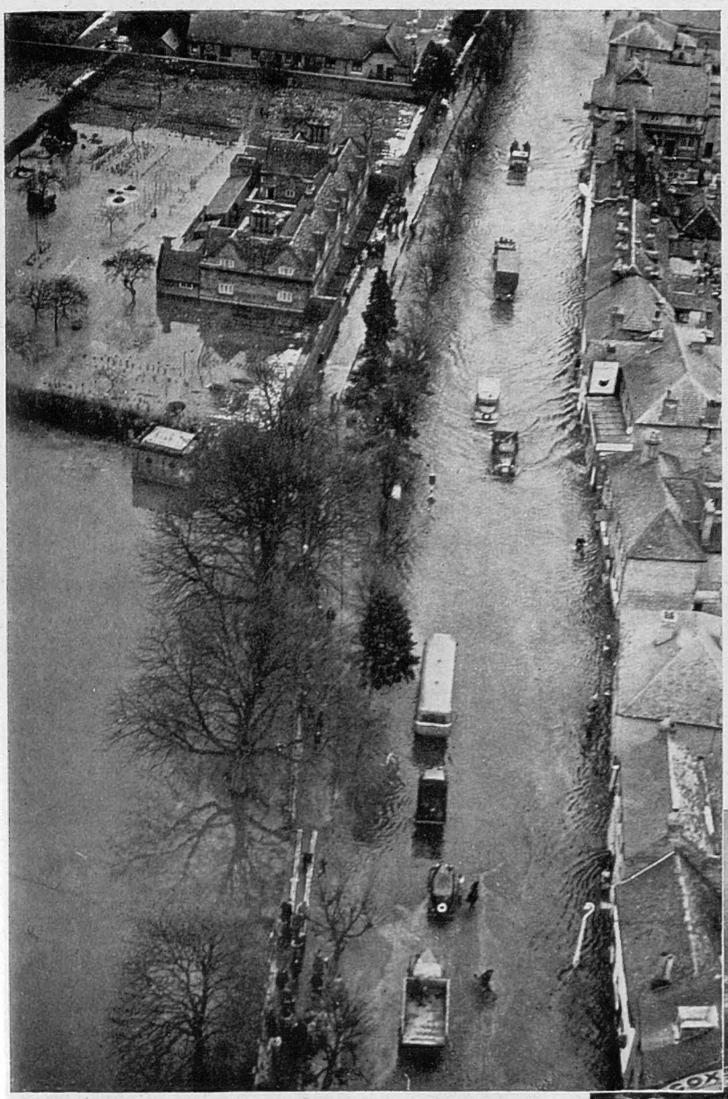
The Toll of Winter.—The nimblest accountants will never assess the damage to this nation of the winter of 1947—in factory and farm, on hill and in dale, town and country, in freezing offices and dark workshops. The small man will be hard put to it to strike his small balance. For weeks and weeks he and his employee, if he has one, have been engaged on profitless work, and in the garden and small farm nearly two vital months of vital preparation for food production have been cut out of the calendar—a vital sixth part of the vital year. The snow is beginning reluctantly to melt now on lawns and drives, the glaciers are receding, and the damage to trees and shrubs, banks and fences, paths and cement steps, tiles and pipes and gutters is clear to see. The frozen rain bent the birches double, and they will remain bow-shaped. The ornamental shrubs and fruit-trees have been lopped of branches. The wire fences are torn and gashed by the weight of ice, concrete and cement paths are humped and splitting. The more tropical plants, such as mimosa and azara and camellias, are all dead, and many rhododendrons. Nothing can ever kill azaleas, nor can any frosts or snow discourage the early bulbs. The crocuses bobbed up, golden-headed and purple, through the receding ice-fields. No efforts at heating could keep the frosts out of small greenhouses, and all early seed hopes are destroyed. For a fortnight more the gardener must be employed on "make and mend," restoring slipped banks, broken fences, bulging paths and dripping pipes and gutters. And by that time, it should normally be time to plant early potatoes. . . . But all the digging and trenching and seed preparation are still to do. . . . "Give us back our *forty* days"—the prospects of home-grown food are dismal enough.

A Bright Prophecy.—I am not among the Prophets. I am not among the Old Moores. But, greatly daring, I venture to record a conviction. The human mind, like any other form of battery, must react or perish. Our human batteries have been slowly draining away their strength for a whole year, practically without a reaction or a charge-up. The worst summer preceded the worst autumn, which, in turn, preceded the worst winter we have known for decades. During that year of misery we have suffered physically and mentally more than is good for us if our national character is not to slump. We have had disappointments and failures without number; cuts, austerities, hardships and suffering beyond any pessimistic expectation. We have laboured and slaved for bare existence, always cold, often wet, not too well fed, in darkness and depression, in solitude and sorrow and anxiety. The austerity will not diminish; on the contrary. There are snags and setbacks ahead in plenty, at home and abroad. But the weather will one day improve. The time of the singing of birds is at hand, and when that mi-carême comes along, our hearts will respond, and our minds will temporarily forget the troubles ahead and behind, and we shall "suddenly burst out singing" with the birds. Take it from me that between now and May there will be in evidence a temporary access of cheerfulness and optimism evidenced in the streets and villages, in the Press and on the radio, evoked less by better tidings and conditions than by the need of humanity to react from too long depression.

The Open Road!—Eight months ago we were "next on the list" for a 10-h.p. car, 1946 model. To-day we are told we shall be lucky if we get it within eighteen months. And I believe that Jeremiad. Meanwhile. . . ? We were lucky enough to own a nearly new car in 1939. Indeed, it has only done its 50,000 miles to-day, but bad petrol, Home Guard duties and coal and potato sacks have played havoc with it, and it needs new springs, battery, new guts and tyres. The obvious answer is: send it away for a thorough overhaul and repair to your local agent and service station. It is a damping experience to try this out. In common with many other industrialists, the motor trade has lost heart. It returns a *non-possumus* to the mildest request. "We are full up," "we haven't the staff," "we can't get batteries, tyres, springs, spare parts. The manufacturers are not supplying the home market. There is no paint, no choice, no essential linch pins. . . ." We read about plans for the new roads, the new amenities for the motorists' and tourists' caravanserais. But ought we not to be rehabilitating the old coaching inns, laying down turnpike roads and pulling out the old pony traps and wagonettes, and interesting ourselves in the breed of New Forest ponies? Who in a year's time will use the motor speedways we still possess? Who in a year's time will be able to perform his business or public duties which were planned in a motor age? It is not petrol we lack to-day, but tanks in which to put the petrol.

THE OLD STAGER

AFTER SNOW—THE FLOODS



MAIDENHEAD WAS SWAMPED WHEN THE THAMES ROSE 8 FT. ABOVE ITS NORMAL LEVEL: Lorries making their way through the flood in the centre of the town. Hundreds of houses were isolated and the local authorities, with Army help, organised a ferry service. "Ducks" were used to effect rescues where people were marooned

BEDFORD-UNDER-OUSE! An aerial view of the town after the Great Ouse had burst its banks and inundated a large area, including the Girls' Modern School seen in the distance. Occupants of about 500 houses were busy moving their furniture during last week-end. Water, flooding into the electricity transformers, put out the lights in one part of Bedford

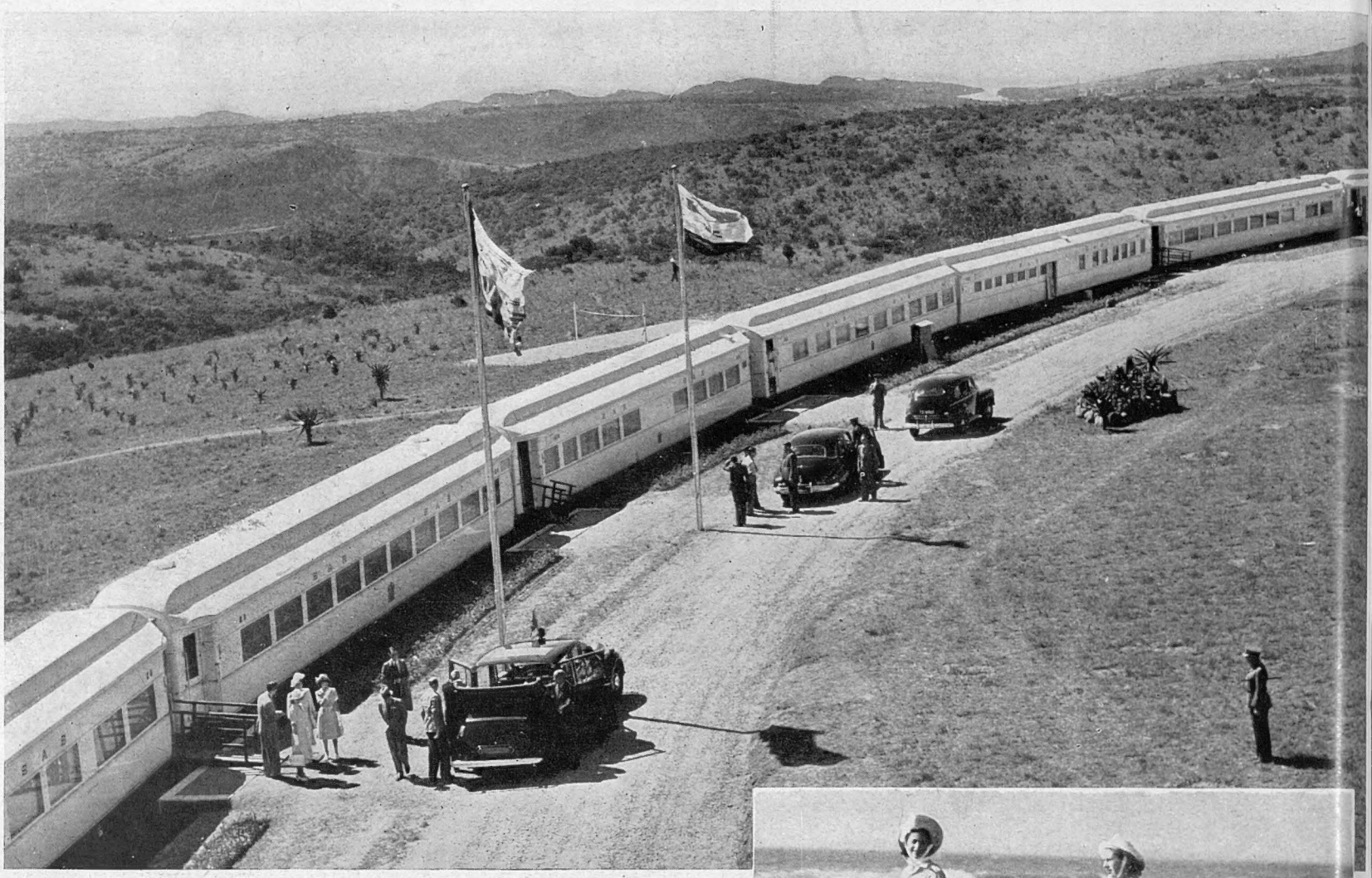
AT RUISLIP THE RIVER BRENT BURST ITS BANKS: Lorries passing through 2 ft. of water under a viaduct. Light cars had to make a detour

FLOODS SPREAD FAR AND WIDE ACROSS THE "GARDEN OF ENGLAND": An overhead view of the Tonbridge area of Kent, showing some of the many acres of agricultural land swamped by swollen streams and rivers. Swift measures had to be taken by the farmers in order to remove cattle and sheep to higher ground

THE HIGH ROAD AT SEVEN KINGS, ILFORD: The water was only a few inches deep at this particular point, but it spread across the pavements, making conditions very difficult for week-end shoppers

After the snow—the floods. Last week-end the flood menace spread to many parts of Britain, rivers, swollen by rain and thawing snow, overflowing from the Bristol Channel to the Wash. The rising Thames caused particular havoc, being 8 ft. above normal last week-end at Bray Lock, Maidenhead. The town of Maidenhead suffered considerably, and Army "Ducks" came to the rescue of many of the inhabitants, being sent for the purpose from the Army School at Borden, Hants. Many people in flooded Maidenhead had essential food supplies delivered by a scarlet water tender manned by the N.F.S. In East London, where the River Lea overflowed, conditions were particularly bad owing to the disruption of the domestic water supply system. Water tankers were rushed to London to help deal with the emergency. Another flooded area was Bedford, where the Great Ouse overflowed

AFTER THE RIVER LEA HAD BURST ITS BANKS AT TOTTENHAM: The station inundated by the floodwaters which rose to the level of the platform. The Lea also overflowed at Clapton and Hackney. Domestic water supplies were affected, the filter-beds at the Lea Bridge works breaking down



THE ROYAL TRAIN AT EAST LONDON—THE KING AND QUEEN AND THE PRINCESSES ABOUT TO ENTER ONE OF THEIR CARS AT THE START OF A ROUND OF PUBLIC FUNCTIONS : The cream-and-white coaches of the train were drawn up in a specially prepared siding where flower-beds had been planted and flagpoles erected for the Royal Standard and the South African Union Flag. In the distance can be seen the deck-tennis court specially laid out for the recreation of members of the Royal party. While in East London the Royal Family enjoyed one of their Sunday halts, being free from public duties, but on the second day they had a full programme. Princess Elizabeth took the centre of the stage when, unaccompanied by her parents, she opened the new East London graving dock. After leaving East London the Royal Family visited the native tribes of the Ciskei and the Transkei

The Royal Tour of South Africa

FROM CAPE PROVINCE TO THE ORANGE FREE STATE

CANTERING ALONG THE SEASHORE AT EAST LONDON : Princess Elizabeth and Princess Margaret riding African ponies on the long stretches of sand at Bonza Bay. The picture was taken during a Sunday free from engagements

THE ROYAL FAMILY RECEIVE THE NOTABILITIES OF EAST LONDON : The King and Queen and the Princesses standing beside the Mayor, who carried out the introductions. This was one of the events of a crowded second day at East London in the course of which the Queen toured the hospital, and Princess Elizabeth opened the new graving dock. In the evening the Royal Family attended a civic ball in the City Hall, and the following day they left for King William's Town and the Ciskei territory. Afterwards they headed north for Bloemfontein in the Orange Free State

THE PRINCESSES AT A BLOEMFONTEIN GARDEN PARTY : Princess Margaret and Princess Elizabeth walking among the guests with the Mayor of Bloemfontein. The garden party took place in King's Park and was attended not only by local notabilities, but leading figures in the South African legal world, Bloemfontein being the judicial capital of the Union

THE VISIT TO THE CISKEI—THE ROYAL FAMILY MEET THE NATIVE PEOPLES DURING THEIR BRIEF CALL AT KING WILLIAM'S TOWN : The Chief Native Commissioner, Mr. W. E. Clark, is seen presenting a commemorative medallion to Paramount Chief Archibald Sandile, while their Majesties watch the ceremony from the dais. The Chief is holding the silver-headed cane given to him by the late Duke of Kent. The gathering of the tribes took place on a great plateau just outside King William's Town and overlooking vast stretches of rolling plain, and over 3,500 natives were present, some of them having trekked vast distances for the unique occasion. During the ceremony the King addressed the natives, saying : "The land is the mother of the people. If you will apply the lessons which are taught to you about how best to use your land you will prosper, but if you do not neither you nor your children nor your cattle can live well"

THE VISIT TO THE TRANSKEI—A NATIVE CHIEF, WHO INSISTED ON WEARING A SUIT RATHER THAN THE MORE PICTURESQUE TRADITIONAL ATTIRE, BEING RECEIVED BY THE KING AND QUEEN AND THE PRINCESSES ON THE DAIS AT UMTATA : The ceremonies there were even more elaborate than they had been on the day previously at King William's Town. Natives from all the Transkeian territories, Tembuland, East Griqualand and Pondoland, congregated for the occasion. Many came 50 miles, the majority making the journey on foot. The Royal party first drove through serried ranks of cheering women, who, according to custom, were segregated from their menfolk, and then, before mounting the dais, passed through the ranks of 10,000 warriors assembled behind their chiefs

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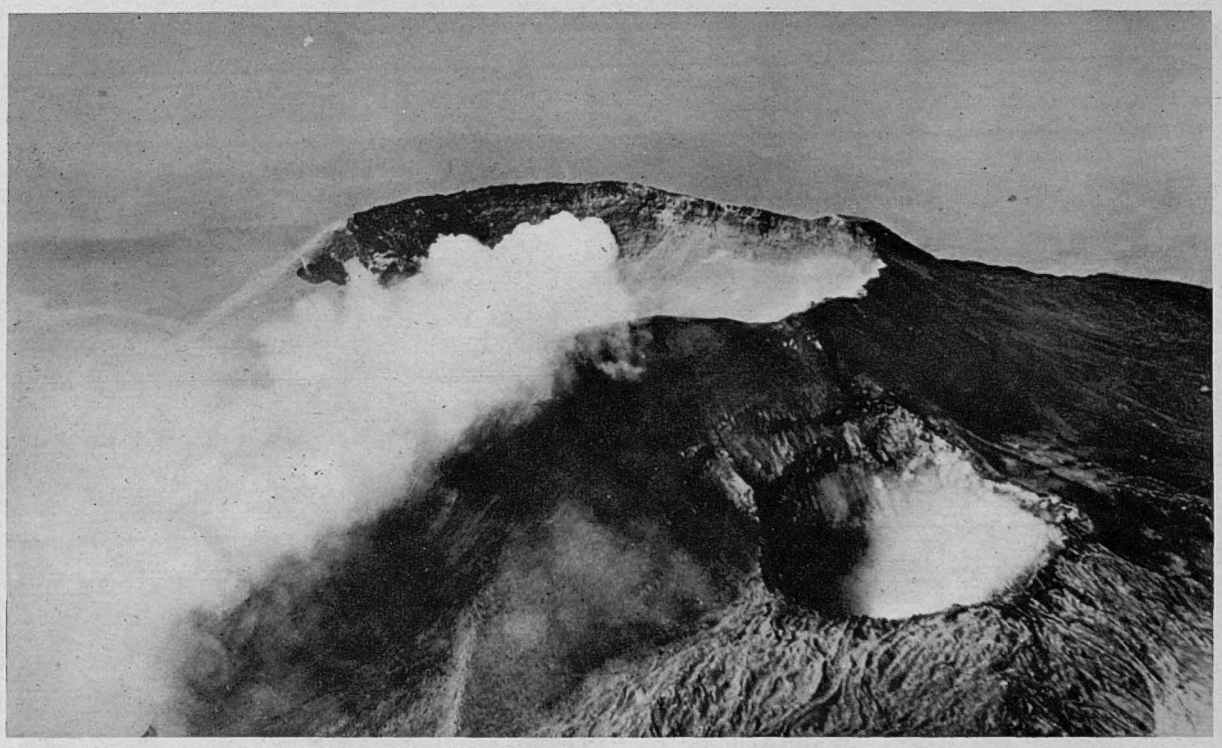


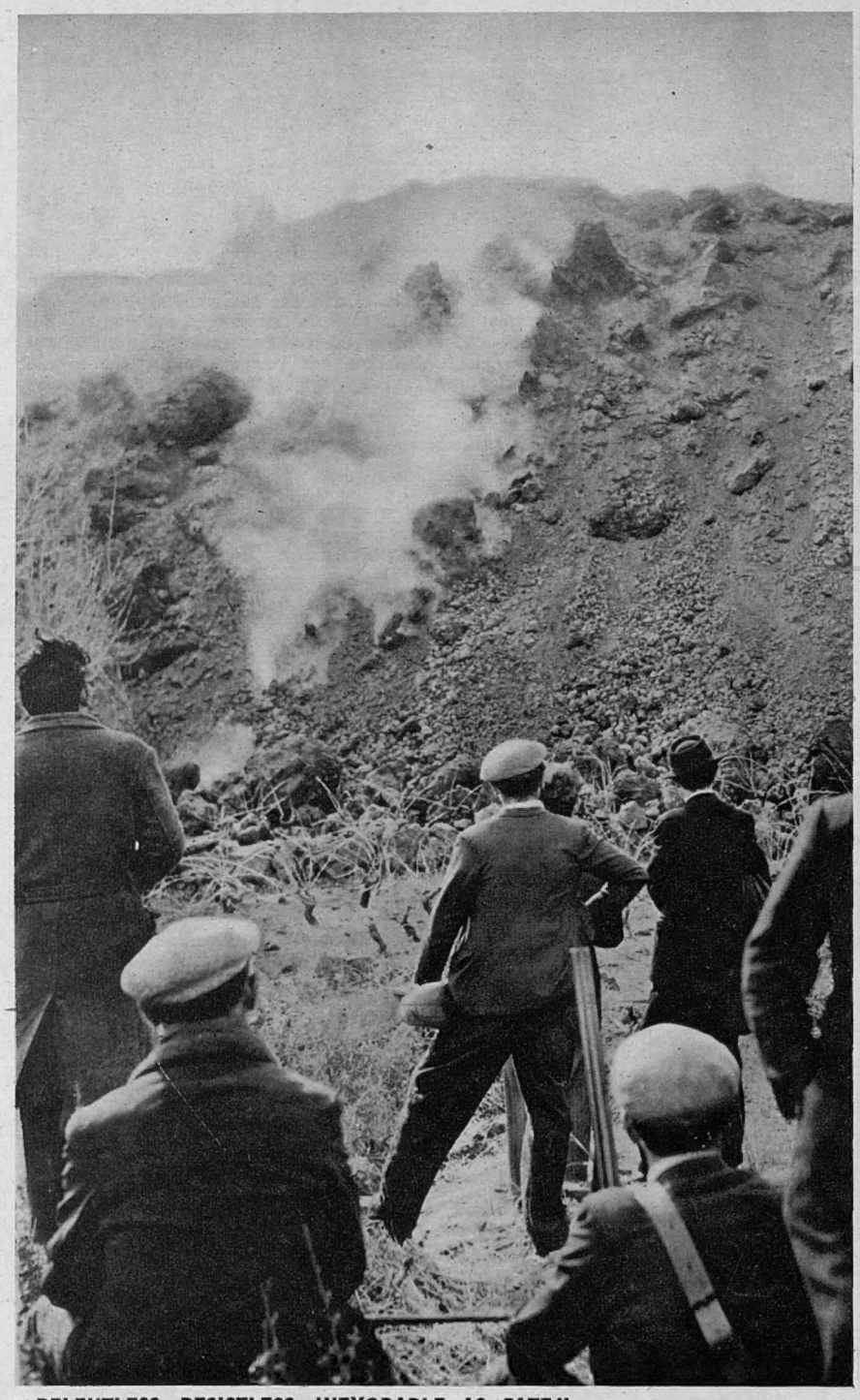
MOUNT ETNA IN ONE OF ITS MORE PLACID MOMENTS : The great central crater and one of the many subsidiary craters of the 10,755-ft. peak, which has once again flared into action, creating terrible havoc in the Sicilian countryside. It has been suggested that by bombing at the appropriate point the lava stream might be diverted from towns and villages. Etna has the appearance of a huge symmetrical cone, but on closer inspection it is seen to be studded with some 200 minor cones. Twenty-three new craters have been noted during the present period of eruption

MOUNT ETNA AGAIN IN ERUPTION

Lava from the Great Volcano Again Ravages the Sicilian Countryside

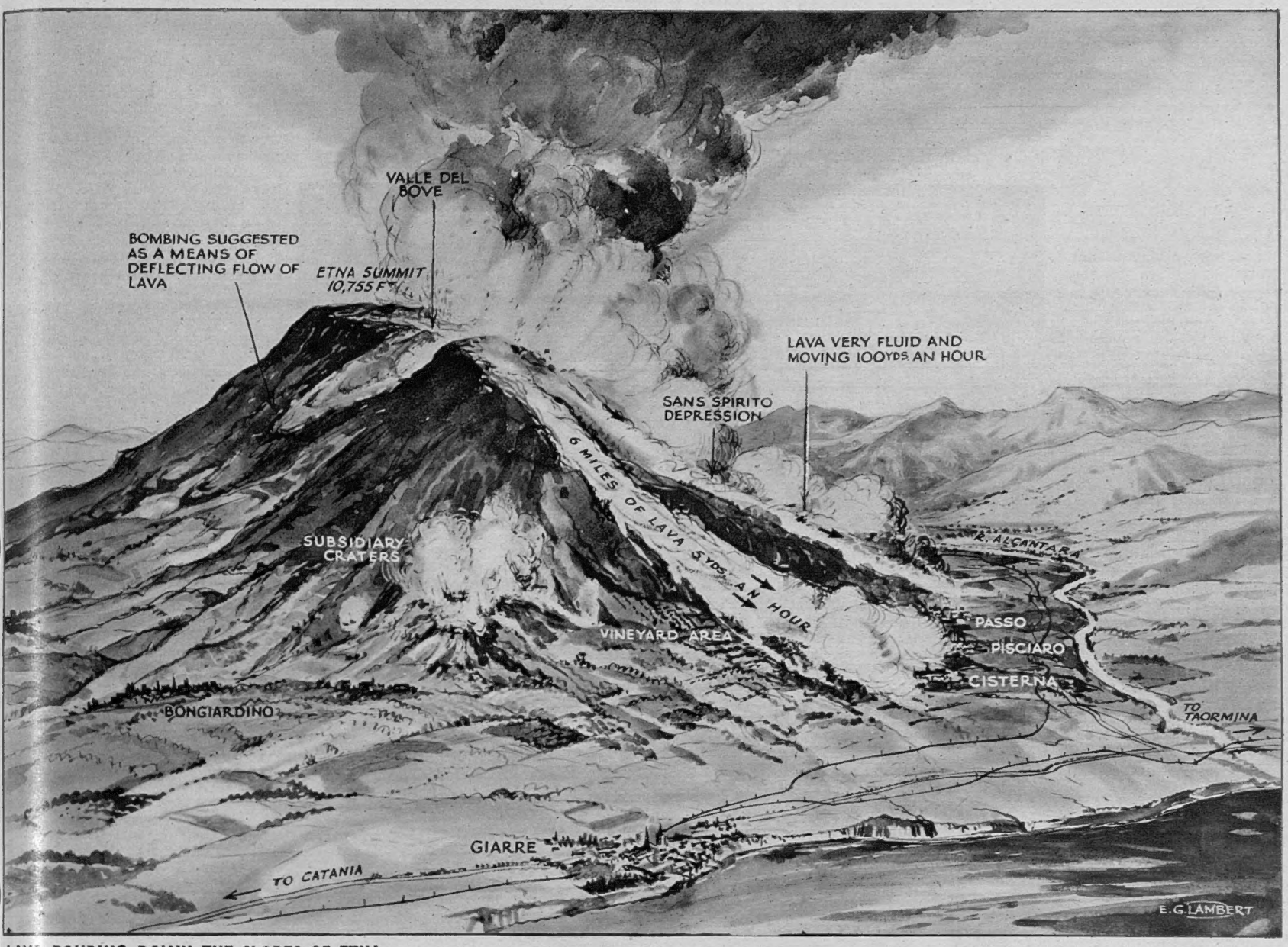
On February 23 Mount Etna, for some time past classified as a quiescent volcano, flared into action again. The flow of lava from twenty-three new craters created havoc in the rich Sicilian agricultural land, and damage to cultivation was estimated at £1,000,000. The main stream of lava poured down the mountainside, engulfing vineyards, spreading ruin and destruction, and forcing families to evacuate their homes. One fork of the main stream, moving at five yards an hour, was reported to be halting and cooling at the end of the first week, but the second, very fluid and incandescent, moved at the rate of 100 yards an hour, passing down the San Spirito depression. Advancing in a white-hot wave at least 10 ft. high, the lava halts momentarily, as it meets an obstacle, piles up and then surges forward again. Trees and fences dissolve in flame. Rocks crack and crumble.

At the end of February Professor Gaetano Ponte, Director of the Vulcanological Institute at Catania, stated that it might be necessary to drop bombs on the mountainside in an effort to divert the flow of lava. The three villages on the main line of the lava's approach were Passo, Pisciaro and Cisterna.



WATCHING THE STREAM OF MOLTEN LAVA POURING DOWN THE MOUNTAIN-SIDE : Two members of the emergency guard, a body recruited to prevent looting, looking across a valley to the awe-inspiring stream. At this period the lava was very fluid and incandescent, and was moving rapidly towards the villages on the lower slopes of the mountain

"RELENTLESS, RESISTLESS, INEXORABLE AS FATE"—THE VILLAGERS OF PASSO AND PISCIARO WATCHING THE ADVANCING TIDE OF LAVA WHICH THREATENED TO ENGULF THEIR HOMES : *On left and right*—Two close-ups of the scene as the people came out to see the monster threatening their livelihood. Their village lay between two lava streams, one advancing at a speed of 100 yards an hour towards the Alcantara River, and this one covering no more than five yards an hour. This is a rich vineyard area, and already hundreds of acres of valuable land have been swamped by the lava. Many families are destitute



LAVA POURING DOWN THE SLOPES OF ETNA—AN ARTIST'S IMPRESSION OF THE LATEST ERUPTION, SHOWING THE DIRECTION TAKEN BY THE TWO MAIN STREAMS WHICH SWEPT OVER THE RICH VINEYARD AREA ABOVE CISTERNA, PISCIARO AND PASSO: In the foreground is the main line to Catania, which was engulfed in the previous outbreak in November 1928—*Drawing by E. G. Lambert*

Sicily, only a few years ago the battle-ground of Allied armies, has lately been the scene of more tragic devastation, and the most pitiful sights have been witnessed as the viniculturists have endeavoured to save their belongings from the inexorable advance of the lava. Their vineyards they could not save, and many hundreds of acres are now engulfed. Etna, the loftiest volcano in Europe, with an altitude of 10,755 ft., has erupted many times in its history. Pindar described an outbreak in 476 B.C., and there were further violent eruptions in 1169, 1527, 1669, 1693, 1792, 1830, 1852, 1865, 1879, 1886, 1892, 1899, 1910 and 1928. Ancient legend connects the volcano with the giant Typhon, who is said to have been buried beneath it by Zeus, and to have caused its eruptions by his heavy breathing, and with the workshops of Vulcan, wherein the Cyclops made their thunderbolts. In shape Etna is a truncated cone, with the great rift of the Valle del Bove, a huge abyss 3 miles wide, on its east side. The latter is the original crater, the volcanic axis having shifted to the summit crater

THE TIDE WHICH ENGULFED THE VINEYARDS—THE LAVA FLOW FROM THE SUMMIT OF ETNA POURS DOWN THE VALLEY: A close-up of the molten stream creeping, like a cancerous growth, across the vineyards of Sicily. This picture is of the left fork of the main stream, which moved more slowly than did the right fork. At the time of writing it is nearing a halt and some of the threatened villages have been freed from the fear of engulfment

THE RISE OF ODENDAALS RUST

The Centre of a Vast New Gold-field in the Orange Free State

By FERDINAND TUOHY

WHEN the vanguard of white workers on the new Orange Free State reef lined the railway at a point—Hennenman—where the track passes closest to the coming El Dorado, correspondents with the Royal train were moved to imagining the small resort town of Kroonstad, " capital " of the region, as a new Johannesburg in the by no means too distant future.

Right or wrong (my information points to the latter), what a pity that this adventure story could only be given a bare line in our "tabloid" newspapers! It makes one feel that newsprint is at least as important an import as grapefruit or vanishing turkeys, to say nothing of films that teach to shoot from the hip, and to sing sickening sentimentalities.

The most thought-provoking flight to be made in South Africa to-day (a friend writes) is over an almost empty veldt some 150 miles south-west of Johannesburg, a dead-level, monotonous landscape dedicated to the growing of mealies. Not even the railway goes there, so off the map have been the few sleepy little dorps in the vicinity, while the roadway has only lately begun to know the rush of cars after nearly half a century of wagons.

Yet the air-voyager who views closely observes scores of towers or derricks rising 70 and even 100 ft. above the flat countryside, with hutments, shacks and tents dotted about, and he knows that he is looking down upon what is expected to be the richest strip of earth in the wide world to-morrow, the new gold area which, experts predict, will in course of time outstrip the fabulous White Waters Ridge itself—The Rand.

This is the more probable in view of the diminishing production from the forty-five mines grouped near Johannesburg, along the 100 miles of reef which for more than sixty years has uninterruptedly been the greatest gold-bearing ground in history. In fact, it is a case of a new " Rand " coming into being at just the right time, another instance of South Africans' luck whatever may be their troubles—which, in passing, are being judged altogether too loftily by our vocal Left Wing evangelists to please not only Africanders but many British South Africans also. There are other ways of diminishing the Commonwealth besides growing poor at its heart. . . .

The whole economy of the Union depends in the last resort on the gold-fields, as General Smuts broadcast from Paris on the occasion of the Diamond Jubilee of Johannesburg last autumn, and here is a second gold-field preparing to take over just as the first begins to feel its years.

So pronounced is United Kingdom interest in the South African outlook that it is advisable to point out, however, that at least six years must elapse before the first of the new gold-mines begins to yield, and, in so doing, to enhance prospects alike for Union citizens, settlers, and, we must hope, for the coloured population euphemistically called " non-European." Once gold gets going, there you have prosperity. But it has to get started (as distinct from harmful anticipatory fiction), and at this stage the new reef is only emerging from the primitive state of boring or drilling.

Its discovery was not fortuitous, as was the case with the Rand, where an Australian gold-digger named George Harrison had as companion a certain George Walker, who stumbled over a piece of rock and, leaning down to rub his foot, beheld that the rock was rich in gold. That happened on a farm at Langlaate in 1886, and, as usual, someone else profited. Before the two diggers could activate matters, down swooped Mr. J. B. (later Sir Julius) Robinson to buy up the farmstead for the then phenomenal sum of £6,000.

Nothing of that description happened in the Orange Free State, where a methodical search began in 1935 and ended in 1943 when the rich field was struck, which will be world-famous as the price of gold becomes of ever-increasing moment in our terribly complicated international economics. Almost the whole area has now been drilled and four mines have been proved, and from six to eight others are thought to be assured.

The deepest bore has been 8,300 ft., and when it is added that the average cost is £2 per foot, and that hundreds of bores have been drilled, running to hundreds of thousands of feet all told, the preliminary cost of establishing a gold-field will be appreciated. The usual monthly descent is about 650 ft., and not the least part of the outlay is having to fit new diamond " bits " (which do the boring) for every 40 ft., at a cost of £15 a " bit."

The next task is sinking the mineshafts, and this is calculated to take two years. After that, a further four or five years will be necessary before a mine is producing. Main reasons for the drag-out are water and housing. Gold-mines " swallow " an enormous quantity of water, and it will have to be pipe-lined from the Vaal River, 50 miles away. As for housing, the new " Rand " already presents a problem as difficult as it is fascinating.

At a time when the clamour for building materials and builders is heard throughout South Africa, accommodation will have to be found within a few years for well over 100,000 Europeans and non-Europeans where to-day are only one or two dorps hardly beyond the village stage. Economics Minister Waterson has said that the total may reach 250,000 in ten years time, but let us take the 100,000 figure. This estimate is based on the following: 900 Europeans are employed on the average Rand gold-mine, signifying 9,000 for the ten Orange Free State mines in prospect; the average size of a European family is four, which raises the European figure to 36,000.

Whence comes the rest, the big majority? Eight natives are employed to one European, making 72,000 natives. Total 108,000, which, be it noted is without a single native woman or child, who have never been allowed in the compounds.

In addition to the 108,000, there will be many thousands who keep such a community in being (or hang on to it). The staffs of stores and hotels, bars and places of entertainment for the mixed crowd that comes in from the mines, employees of businesses and industries sprung up to meet the new demand. Infiltration has already begun into the small Boer farming centre round which all the drilling has taken place, and mark well the name—Odendaals Rust—for that is the name most likely to loom largest on the atlases of the world.

Kroonstad is a little too far—30 or 35 miles—from the main strikes, and if its population has swiftly increased by over a third—from 5,000 to 7,000—that is because the charming old township on the Vals River is the only place to " bed down " in a great emptiness. This green oasis maintaining lonely vigil over a vast flatness of incredible vistas, so clear the air, will prosper beyond all local dreams or fears. But not as a great pulsating mining capital: rather as the semi-retreat from the Rand that Vereeniging used to be.

Kroonstad looks like becoming the playground of the mines' population, and centre for visitors. If so, it will pay for its prosperity by donning the garish vulgarities of an American success town.

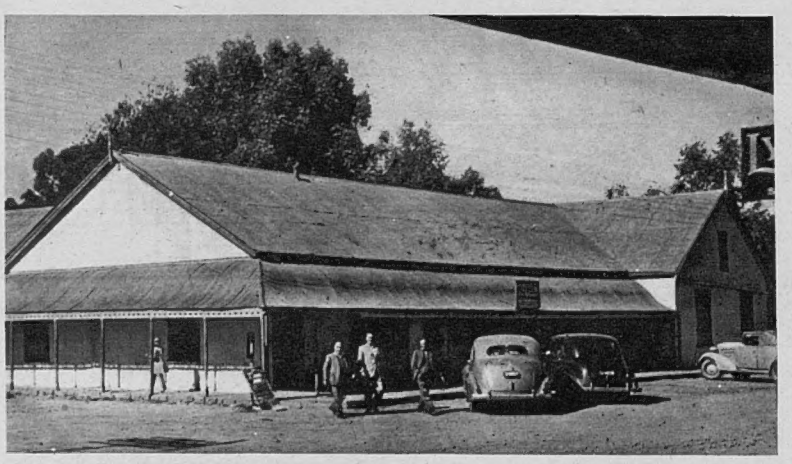
The same metamorphosis, speeded by some, hateful to others, lies ahead for Odendaals Rust—shall we call it " Rusty " for short, as it may well one day be known in the same way as " Jo'burg "? A year or so ago there were only 400 whites in this little Boer dorp. It hadn't even got a bus service to the railway, 22 miles distant. One single-storied, tin hotel, and stands to be bought for £40 along the shadeless, almost treeless main street. Already the same stands fetch £1,000 and cars and trucks put up the dust all day.

The prospect of vastly increased ground values entices the so-called progressives. They are even fighting the project to build co-equal towns to " Rusty," at Bothaville and Welkom. They want " Rusty " to be the undisputed Orange " Jo'burg." But the majority of the villagers are resentful. They don't want to be a " Jo'burg." These silent, withdrawn, Godfearing, Bible-reading descendants of the Voortrekkers only wish to continue their jog-trot lives. Except for the church, " Rusty " is still corrugated-iron, even as the early Johannesburg had " an unprepossessing appearance, on account of the vast amount of galvanised-iron roofing." Owing to " Rusty's " surface being all clay, the ground expands and contracts according to whether it is wet or dry, and so it cannot support brick buildings. In the few solidly-built houses put up, and even in the church, large cracks soon made their appearance.

Just how the mining companies hope to get over this remains to be seen. They have engaged town-planning experts. The scheme allows for neighbourhood units, each largely self-sufficient, and as the standard South African home is the bungalow, which need not be of brick, the difficulty may be surmounted.

As for housing the natives, there is controversy. Should they be placed in the old compounds, or should native villages be created? The cost of the latter would be great, while there would also arise the vital social principle of including women and children. Still, there are many who reason that, apart from the desirability of the new gold-field inaugurating new living conditions for the natives, their settlement *en famille* would ease the major problem of migratory coloured labour.

ODENDAALS RUST TO-DAY: It was near this little dorp in the Orange Free State that engineers made a spectacular borehole strike in 1946, returning the astonishing assay value] of 68·6 ozs. of gold per ton. Shares in Orange Free State issues leapt skyward, and before long Odendaals Rust, with its white population of under 400, was besieged by visitors. It is now regarded as certain that Odendaals Rust is the centre of a vast new gold-field, and it is possible that it may become another Johannesburg. Last year land speculators rushed to buy options on the surface rights, and business men are planning to open hotels, hairdressing saloons, restaurants and cinemas to meet the needs of the big population of mine-workers which will inevitably be congregated in the area as each new mine is launched into existence. The first of the new mines, St. Helena, is already engaged in shaft-sinking



THE CENTRE OF LIFE IN ONCE-QUIET ODENDAALS RUST: Cars parked outside the Commercial Hotel, at present the only inn in this coming boom town of the Northern Orange Free State. Already arrangements have been made to link the town to the main Johannesburg-Bloemfontein railway [track. A main highway is also planned. Property in and around the dorp has leapt to fantastic figures, and farmers are holding out for ever-higher sums before disposing of their surface rights

Maps Explain the News

THE INDONESIAN DEADLOCK

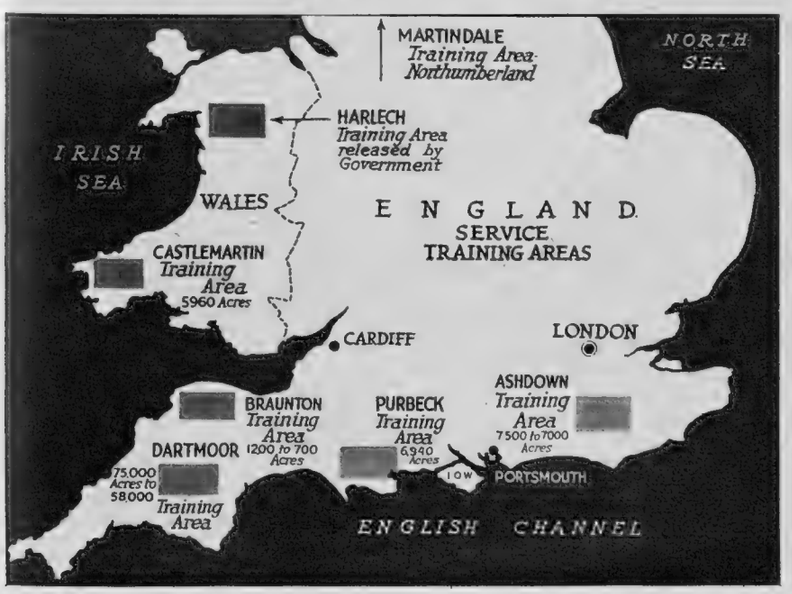
Russia and the German Peace: British Military Training Areas

WHY THE DUTCH HAVE TAKEN A FIRMER LINE IN INDONESIA: A sketch-map showing the Dutch military bridgeheads in Java and Sumatra. These are firmly held, enabling the Dutch to bargain with the Republicans

On February 15 there was a cease-fire order throughout Indonesia, and for the first time for many months there was no bloodshed in Java and Sumatra. The truce was largely of an illusory nature, however, and it has been pointed out that the Dutch and the Indonesian Republicans are politically farther apart than ever before. The Indonesians, it seems, agreed to the truce because they saw that the Dutch were gathering strength in their bridgeheads at Batavia and Surabaya, and that they might at any moment break out and occupy large areas at present Republican-controlled. It would appear that the struggle is now shifting from the military to the economic sphere, and there is the possibility of a long-term war of economic attrition. Confident that they can deny Java's produce to the Dutch, the Indonesians hope that sheer economic necessity will eventually force the Dutch into giving way politically

AN AMERICAN BLOCKADE-RUNNER INVOLVED IN THE ECONOMIC WAR BETWEEN THE DUTCH AND THE INDONESIAN REPUBLICANS: A test case at the Republican port of Cheribon. This remarkable picture, which has just arrived from Indonesia, shows Mr. Sjahrir (with binoculars), the Premier, accompanied by his Minister of Economics (left), the captain of the American vessel *Martin Behrman*, and the shipping company's agent, as they looked out to sea, watching the activities of a Dutch destroyer engaged in the blockading of the port. The captain of the *Martin Behrman* had loaded his vessel with rubber, sugar and quinine, but he was warned by the Dutch that if he attempted to run the blockade the vessel would be either seized or sunk. The Indonesian Premier, who has more than 1,000,000 tons of produce awaiting export, regarded the *Martin Behrman* as a test case, realising that if the Dutch could maintain a stranglehold on exports the Indonesian Republic could hardly hope to survive the months of infancy

RUSSIA WAS A BATTLEGROUND FOR THREE YEARS OF WAR: A factor in the German settlement which inevitably remains uppermost in the minds of Mr. Molotov and his fellow-Soviet negotiators at the Four-Power Conference in Moscow. This sketch-map shows the extreme limits of the German advance, an advance that took them to the gates of Leningrad, brought them within striking distance of Moscow, necessitating the creation of a temporary capital at Kuibishev, and led their advanced units to the banks of the Volga and the oil-fields of the Caucasus. The scorched-earth policy of the Russians, which prevented so much equipment falling into German hands, was militarily a masterstroke, but inevitably it has crippled the Russian economy. Russia must expect a full measure of reparation. On his visit to Moscow, Mr. Bevin travelled from Brest-Litovsk for 700 miles through war-scarred territory



On left—

THE CONTENTIOUS QUESTION OF BRITAIN'S MILITARY TRAINING AREAS: A sketch-map showing the situation of the training grounds which have lately been in the forefront of the news owing to War Office claims and public counter-claims. The Army viewpoint is that these areas are essential for the training of a modern fighting force because of the increased proportion of armour and artillery, the increased range of artillery, including tank weapons, and the necessity of greater realism in all exercises, the latter taking the form of practice with live ammunition. It is for the Ministry of Town and Country Planning to see that these claims are not over-emphasised or passed without the fullest investigation. The areas to which Mr. Attlee recently referred in Parliament are Dartmoor, Ashdown, Braunton Burrows, Martindale, Purbeck and Harlech. The Braunton Burrows range has already been reduced from 1,200 to 700 acres, and that in the Ashdown Forest from 7,500 to 7,000 acres. Public disquietude, however, remains

A Foreign News Survey

AMERICANS LEAVE WAR-TORN CHINA

The "Queen Elizabeth's" Neighbour on Fire: The Moscow Conference: The Vision of Fatima

On left—General Marshall, before becoming U.S. Secretary of State, attempted for many months to mediate between China's Communists and Nationalists. His mission failed, and now the American truce teams which operated in the theatre of the Chinese Civil War are being withdrawn from the country. China is being left to settle her own internal affairs, and at a moment of crisis for Generalissimo Chiang Kai-Shek and his Nationalists. Last week the Communists were reported to be attacking on several fronts and to have gained the initiative. The Nanking Government was virtually at a standstill, and there were reports of open rebellion in Formosa. Steps were being taken to reorganise the Government, but all reports from Nanking tended to reflect the growing disintegration and the hopelessness of the present task of achieving Chinese unity

AMERICAN TROOPS BID FAREWELL TO CHINA AT A MOMENT OF CRISIS: Members of American Truce Team No. 10, which has been operating in the civil war zone, salute the Nationalist guard of honour as they leave a Honan airfield

BRITAIN'S FOOD MINISTER IN WASHINGTON: Mr. John Strachey (right) conferring with Mr. Anderson, the United States Secretary of Agriculture. In an effort to maintain Britain's rations Mr. Strachey bought 1,500,000 turkeys and 50,000 tons of beef, but he complained that rising prices handicapped his effort and made it necessary to dig deeper into the dwindling dollar loan. While in America, Mr. Strachey also took part in an overall discussion of the world food situation

THE DUKE AND DUCHESS OF WINDSOR IN FLORIDA: On the deck of their chartered yacht "Dipedon" on arrival at Miami. The Duke wore a cowboy neckerchief with his open-necked shirt. Their previous port of call had been Nassau in the Bahamas, where the Duke, who acted as Governor during the war, renewed former associations. The *Dipedon* is one of the most luxuriously-equipped yachts in the world, having bulkheads covered with alligator skin

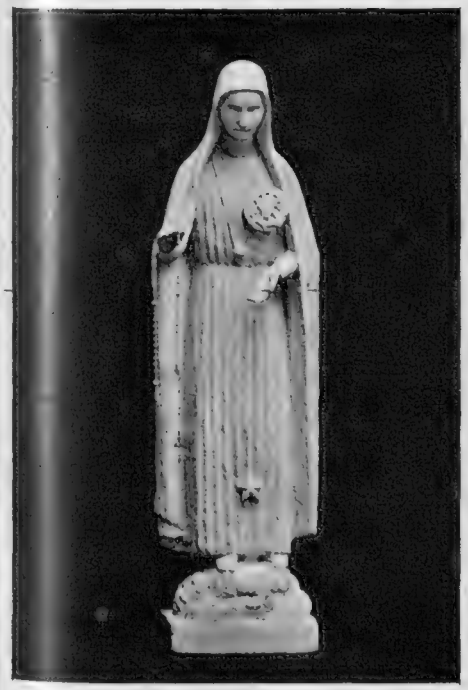
A NARROW SHAVE FOR THE "QUEEN ELIZABETH"—THE GIANT CUNARD-WHITE STAR LINER MOORED AT HER NEW YORK PIER NEXT TO THE BURNING U.S. LINER "JOHN ERICSSON": The blaze started on one of the "John Ericsson's" upper decks, spreading with alarming rapidity, but the fire-floats went quickly into action and prevented the flames from reaching the pier and involving the "Queen Elizabeth." The fire occurred on the day before the *John Ericsson* was due to sail and on the *Queen Elizabeth's* actual sailing day. The *Queen* left at the scheduled time, however, and among her passengers were Mr. Strachey, the Food Minister, and Mr. Noel Coward. At one time tugs stood by to tow the vessel to safety. The *Queen Elizabeth*, it will be remembered, also had a narrow escape when fire broke out during her stay in Southampton last year. At the time she was being fitted out for passenger service at the end of her war career. Ever since then a stringent fire watch has been kept

STALIN'S SUCCESSOR AS MINISTER OF THE ARMED FORCES: General Nikolai Alexandrovitch Bulganin, formerly the Deputy Minister, who has been appointed by the Presidium of the Supreme Soviet of the U.S.S.R. The reason for Stalin's relinquishment of this post is due to "the excessive burden of his main work." General Bulganin has for some time past been carrying on the principal functions of the Armed Forces Ministry issuing the routine orders

THE OPENING OF THE MOSCOW FOUR-POWER CONFERENCE—A RADIO PICTURE OF THE SOVIET AND AMERICAN FOREIGN MINISTERS IN AVIATION HOUSE, NORTH MOSCOW: Mr. Molotov is on the left and General Marshall on the right. There were several surprises at the start of the Conference, the greatest being Mr. Truman's statement from Washington on aid to Greece and Turkey. Also a surprise was the Soviet request for a discussion on China. General Marshall agreed in principle, and in turn asked that the Conference should consider the limitation of Allied troops in ex-enemy states

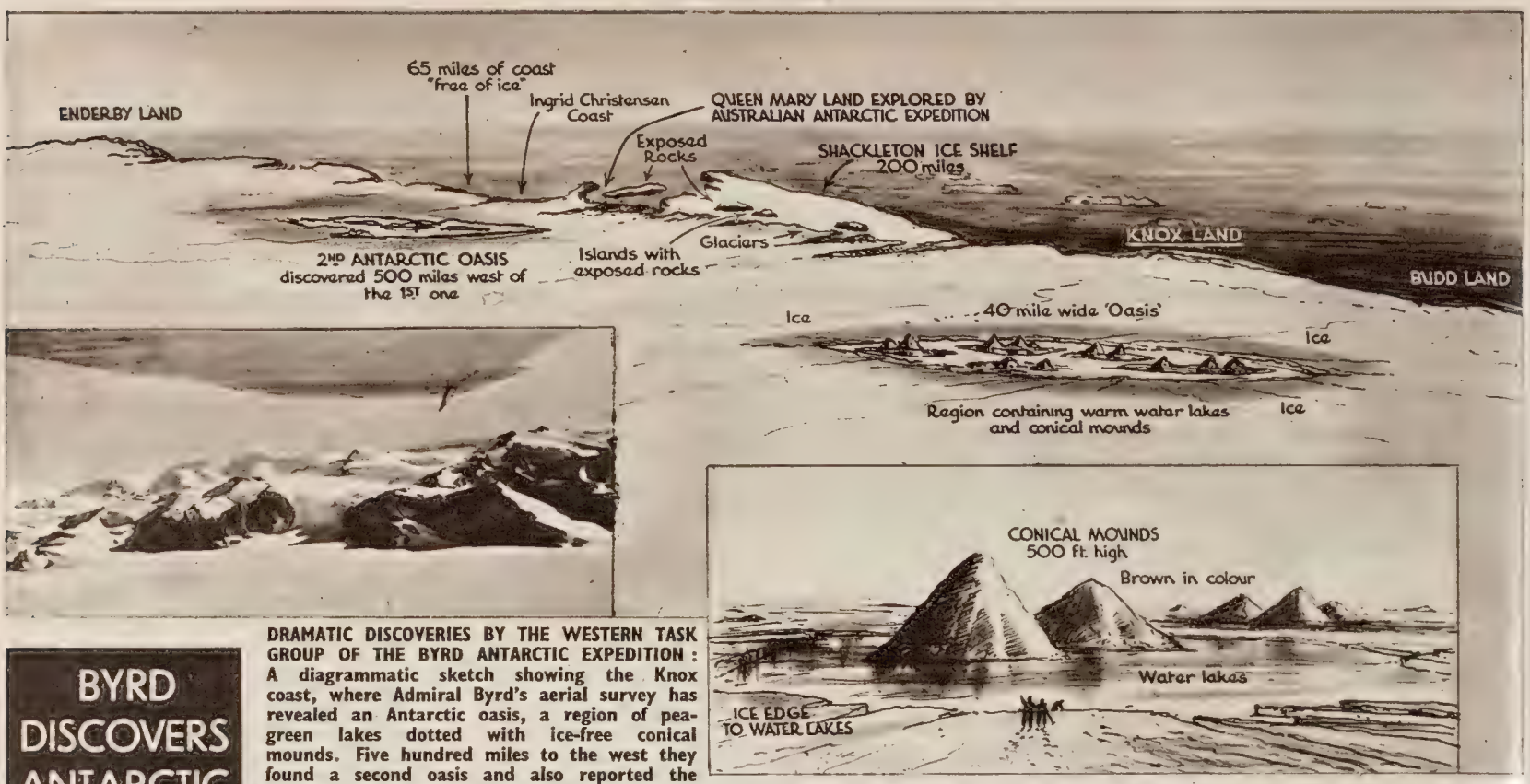
"GERMANY CAN MAKE IT" EXHIBITION: Advertising posters being paraded through the streets of Leipzig during the Leipzig World Fair, which has been staged for the second time since the close of war. The Fair is but a shadow of its former self, and although intended to demonstrate the productive capacity of German industry, most of the exhibitors declare that they are unable to supply their goods in any quantity, if at all. In the years before the war the Fair rivalled the B.I.F. in its international scope

SYMPTOMS OF A GATHERING STORM IN BELGIUM: An armed party about to police the streets of Brussels to prevent any disturbances following the closing of all shops in the capital. The shopkeepers closed as a protest against the Government decree ordering 4 per cent. to 10 per cent. cuts in retail prices. They claimed the cuts would almost certainly mean bankruptcy. As a result of this and other decrees the Government faced a gathering storm, and on March 12, following the defection of the Communists, it was compelled to resign. The Government decision to stop subsidising the coal-mines and to authorise an increase in the price of coal were other factors in a complicated situation



A VISION PROVIDED THE INSPIRATION: The statuette of the Virgin Mary made by an American priest, Father McGlynn

THE SCULPTOR AND HIS GUIDE: *Left*—Father McGlynn, of Rhode Island, and (*right*) Sister Dores, last survivor of the three people who in 1917 saw the Vision of Our Lady at Fatima, Portugal. In carving his statuette of "Our Lady," Father McGlynn received help from a second-hand account of the vision, but not satisfied with this he decided to see Sister Dores and to begin his work all over again. Through the aid of Cardinal Spellman, Father McGlynn was able to see Sister Dores and she has helped him in the creation of a 15-ft. statue, which will shortly be completed. Sister Dores sat beside Father Glynn for fifteen days, correcting his work and describing in minutest detail all she had seen. The new statue in marble is to be presented by American Catholics to the people of Fatima. The story of the vision of Fatima has gained a great hold among Roman Catholics in Portugal, and last December there were fervent scenes when the image of Our Lady was carried from Fatima to Lisbon. As the procession passed through one of the towns en route three white doves settled at the feet of the image



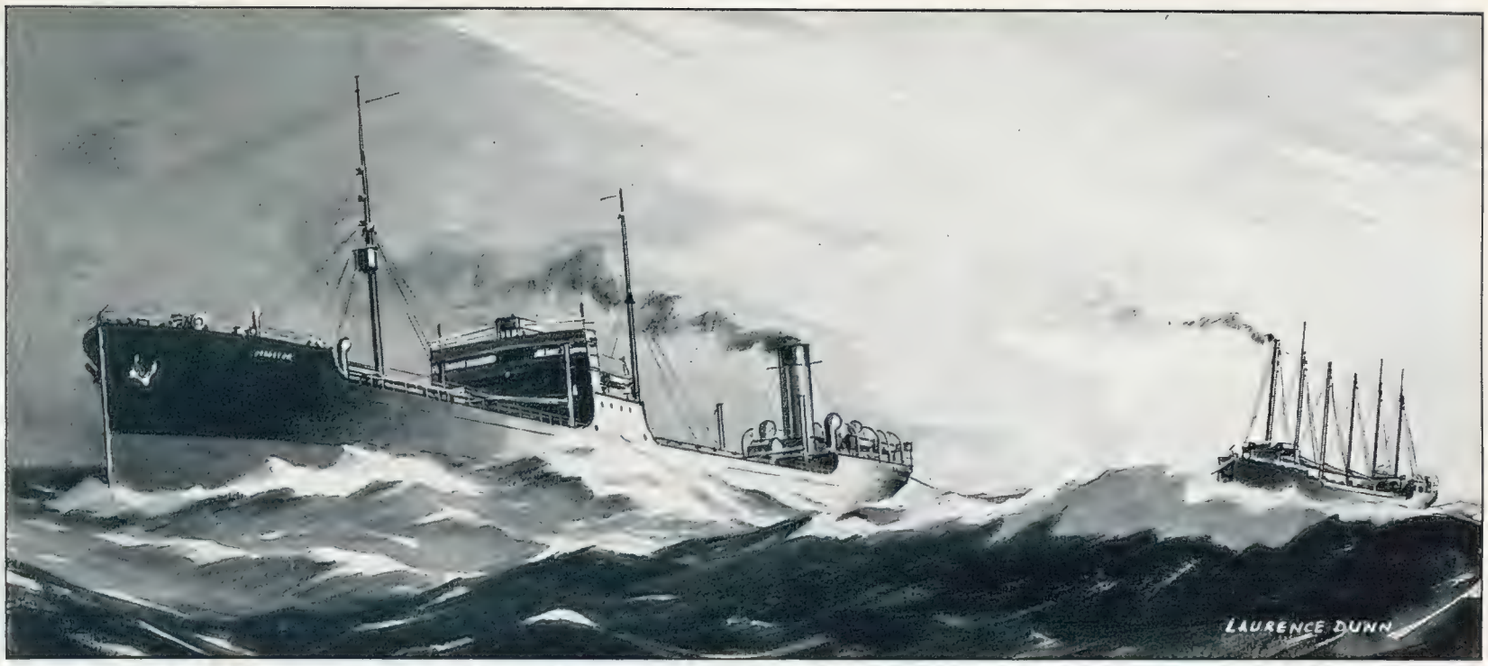
BYRD DISCOVERS ANTARCTIC OASES

A Remarkable Region of Ice-Free Lakes and Bare Earth

DRAMATIC DISCOVERIES BY THE WESTERN TASK GROUP OF THE BYRD ANTARCTIC EXPEDITION: A diagrammatic sketch showing the Knox coast, where Admiral Byrd's aerial survey has revealed an Antarctic oasis, a region of pea-green lakes dotted with ice-free conical mounds. Five hundred miles to the west they found a second oasis and also reported the existence of 60 miles of coast free of ice. The ice-free coast is not a discovery of comparable importance to the oases, however, as witness the picture (inset on left) showing black masses of rock, taken during an earlier expedition, on the fringe of the Queen Maude range. While on the Knox coast a Mariner seaplane landed on one of the inland lakes and the crew reported that the water was sensibly warmer than elsewhere in the Antarctic. They brought with them a sample of the lake water for analysis—*Drawing by Percy Home*

Admiral Byrd's latest expedition to the Antarctic, in which he has been accompanied by a large naval task force, has brought results of a most spectacular nature. By far the most interesting discovery from a public point of view has been that of the Antarctic oases. The first of these was reported by the Western Task Group on February 12, when Captain Charles Bond flew inland from the Knox Coast and reported seeing a 40-mile-wide area with lakes fringed with ice but their surfaces free from ice. The lakes, he said, were dotted with conical mounds of bare earth, each rising about 500 ft. above the water. The lakes, said Captain Bond, appeared to be of a pea-green muddy colour, and there was no evidence of volcanic activity in the region. Some of the rocks looked as if they might contain ores. A fortnight after its first discovery the Task Group found a similar oasis 500 miles to the west

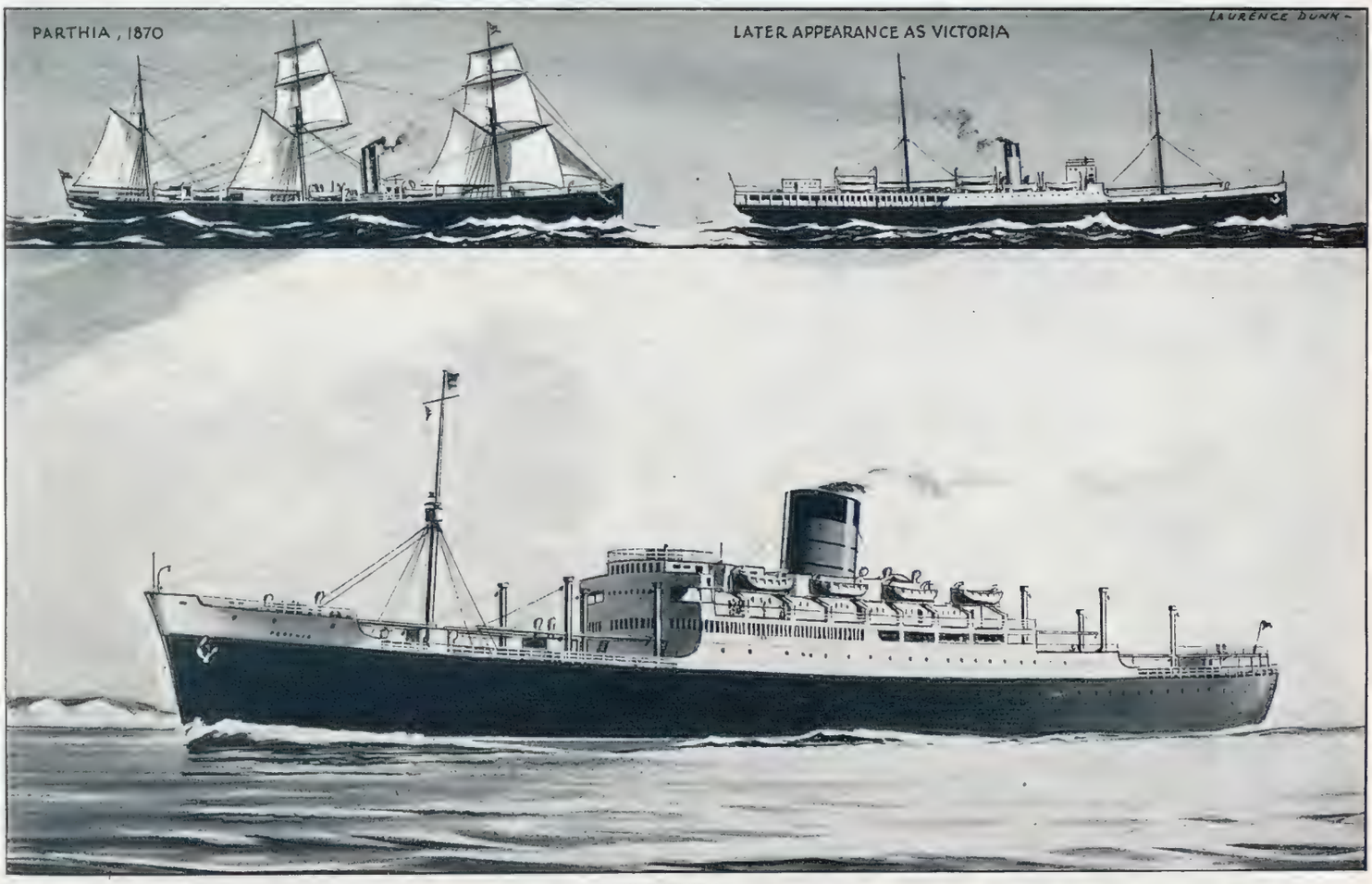
FOLLOW THE LEADER IN THE BAY OF WHALES—A VIEW TAKEN FROM THE DECK OF THE "NORTHWIND" AS ADMIRAL BYRD'S ICE-BREAKER LED THE SUPPLY SHIPS THROUGH TO THEIR UNLOADING POINT ON THE GREAT BARRIER: At this stage they had come through the heavy pack, but the more thin-skinned vessels were in constant danger from drifting bergs. The great flat-topped berg seen in this picture is characteristic of the Antarctic. But for the work of the "Northwind" the supply ships would not have got through, and the establishment of the Little America base on the Barrier would have been delayed



THE "HORSE AND CART," A FAMOUS PARTNERSHIP ON THE WESTERN OCEAN—THE TWIN-SCREW OIL TANK STEAMER "IROQUOIS" TOWING THE STEEL BARGE "NAVAHOE" ACROSS THE ATLANTIC: Between them the two ships carried a cargo of over 20,000 tons of oil, and they operated together for about twenty years. The "Iroquois" has lately come into the news again following her sale to a firm of shipbreakers. The "Navahoe" was sold in 1930 for use as a storage hulk for topping up tankers after they had crossed the bar at the San Juan River, Central America—*Drawing by Laurence Dunn*

OLD WARRIORS and NEW VESSELS on the NORTH ATLANTIC RUN

The *Iroquois*, one of the most famous oil tankers ever built, has recently been sold to a firm of British shipbreakers. A life of forty years is, for a tanker, unusually long. When built she was one of the largest of her type in the world. Indeed, if one judges by tonnage, she *was* the largest tanker, though another ship in the same fleet was slightly longer. Her chief claim to fame lies, however, in the fact that she was designed to tow the 7,718-ton six-masted barge *Navahoe* across the Atlantic—the two of them being familiarly known as the "Horse and Cart," and for this she was fitted with special towing gear. Both ships were built by Harland and Wolff Ltd., at Belfast, the *Iroquois* appearing in 1907 and the *Navahoe* a year later. Between them the two ships carried a cargo of over 20,000 tons of oil. The *Iroquois* was steam-driven, being fitted with quadruple expansion engines, and was the first twin-screw tanker to have her machinery placed aft. The idea of towing large barges started in America, where there was, and still is, a large amount of coastwise cargo transported in this manner. In the early 1900's these voyages became more ambitious, even including trips by way of Magellan. Inspired by the possibilities of this new technique, the Anglo-American Oil Co., Ltd., planned the much bolder scheme of doing this regularly on transatlantic service, and placed orders with Harland and Wolff's for these remarkable ships. These two operated together for about twenty years on this route and, thanks to magnificent handling, kept remarkably free from accident. The barge *Navahoe*, which was rigged as a six-masted schooner, was, technically, the largest sailing vessel afloat, but her sails were only used for steadying purposes



A NEW CUNARD WHITE STAR LINER AND ITS CELEBRATED PREDECESSOR—AN ARTIST'S IMPRESSION OF THE 14,000-TON "PARTHIA," WHICH HAS JUST BEEN LAUNCHED BY HARLAND AND WOLFF'S IN NORTHERN IRELAND, THE THIRD VESSEL IN THE COMPANY'S POST-WAR BUILDING PROGRAMME: She is a sister-ship of the "Media," now fitting out in John Brown's yard at Clydebank, and both of them will be on the New York run. "Parthia's" gross tonnage is approximately 14,000, and in her six holds she will carry 7,000 tons of cargo, a figure which will include 680 tons of refrigerated freight. On A and B decks there is passenger accommodation for 250. The first "Parthia" was built in 1870 by Messrs. Denny Brothers, of Dumbarton, and was first engaged in the New York trade from Liverpool. Few who saw her take the water at Dumbarton could have guessed that after fifteen years' service on the North Atlantic for the Cunard Line, that were followed by eighteen years on the trans-Pacific route between San Francisco and the Orient, she would in 1904, when thirty-four years old, begin a new career on the Alaskan coast. Under her new owners, and bearing the name *Victoria*, she had in 1946 made some 300 round voyages to Alaska from Seattle, and was reported two months ago as still in service on that route. In her original form the *Parthia* was an iron, spar-decked vessel, rigged as a barque, the foremast and mainmast being of iron, and the mizzen-mast of wood. Her speed of 12 knots was obtained on a coal consumption of 44 tons a day. There was accommodation for 150 saloon passengers and 1,031 steerage passengers on two decks. She was renamed *Victoria* in 1892

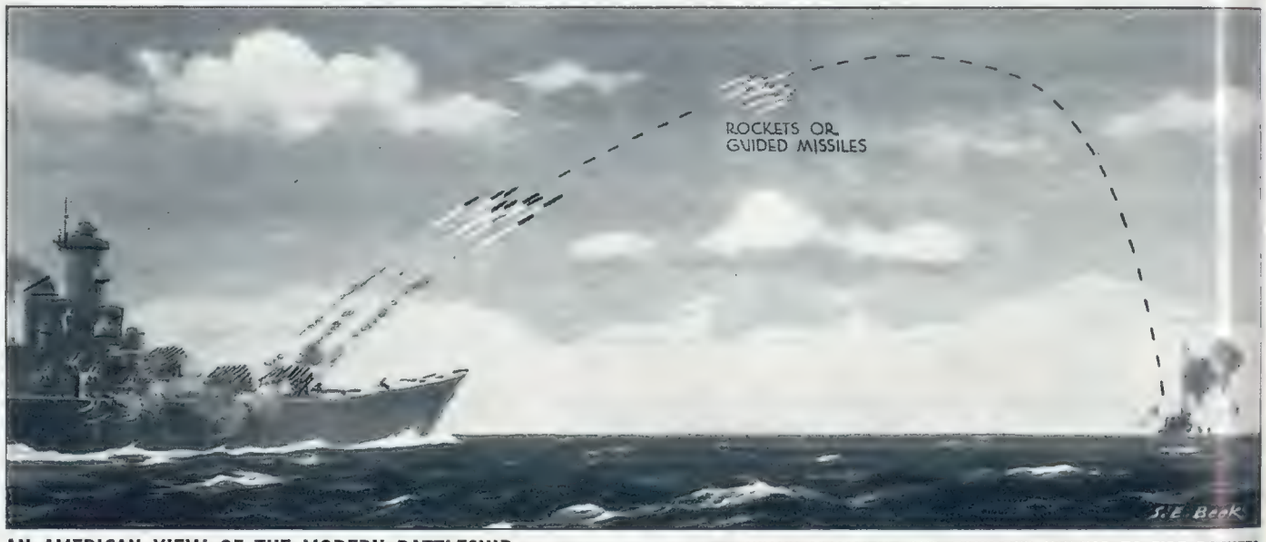
THE BATTLESHIP OF THE SECOND WORLD WAR MAY GIVE PLACE TO A TYPE DESIGNED FOR A MORE DEFENSIVE ROLE—A DIAGRAMMATIC SKETCH SHOWING AIRCRAFT ARMAMENT WHICH MAY BE USED PRIMARILY FOR THE PROTECTION OF AIRCRAFT-CARRIERS, NOW REGARDED AS THE SPEARHEAD OF THE FLEET: The Lieut.-Commander D. R. Webster, R.N. Lieut.-Commander Webster stressed the importance of the battleship's A.-A. role, showing how it could safeguard the the other hand, that the big-gun battleship could not be replaced under a wholesale "scrap the lot" scheme, for as long as one maritime nation retains it no

THE FUTURE OF THE BATTLESHIP

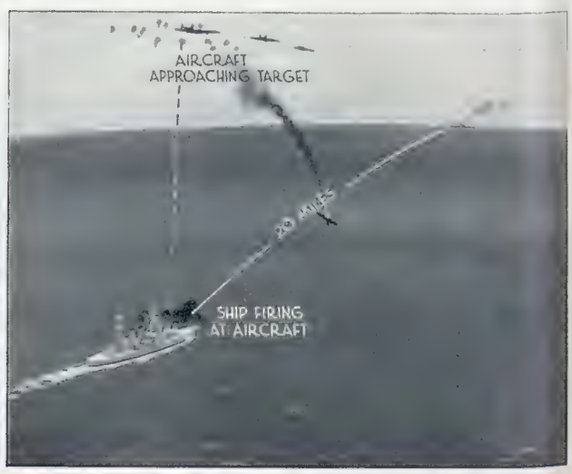
What Shape will It Take and what Role Fulfil in the Navies of To-morrow?

Naval men all over the world are now discussing the future of the battleship. Ever since the battles in the Pacific, when the carrier demonstrated so markedly its aggressive role, the subject has been in the forefront of the news. At Bikini there were more powerful arguments for and against the battleship as we know it to-day, and in America, at any rate, there seems to be a firm opinion that the battleship must in future be regarded as the defender of the carrier and her brood, helping this spearhead of the fleet into and out of action, and generally acting in a complementary capacity. At the moment, building of new battleships in Britain is held up pending official pronouncements on the future of capital ships, but it is significant that H.M.S. *Vanguard*, Britain's newest and mightiest battleship, is largely designed for an anti-aircraft role. It is possible that this principle will be carried a stage further when Britain builds again. The accuracy of modern anti-aircraft gunnery is, of course, a vital factor, for it was only in the last three years of the war that heavy anti-aircraft weapons took on a new and vital importance, thanks largely to the development of radar, the institution of remote control of 3·7 and larger equipments, and, lastly, the appearance of the radio fuse, which sounded the death-knell of the V.1 and, indeed, of all missiles flying on a constant course at a constant speed.

What will be the size of the anti-aircraft battleship of the future? This is another big question now confronting the naval experts. To answer it, we are told, it is necessary to find the lowest tonnage required to provide close A.-A. weapons on the same scale as carried by existing 45,000-ton battleships, plus long-range A.-A. guns 100 per cent. in excess of those now carried, while retaining existing speed and armour protection. This would probably mean battleships of between 24,000 and 30,000 tons. Such ships would have guns enough not only for close-range protection, but also be able to break up formations of high-level bombers on the run up to their targets. It would be their task to protect a whole fleet.

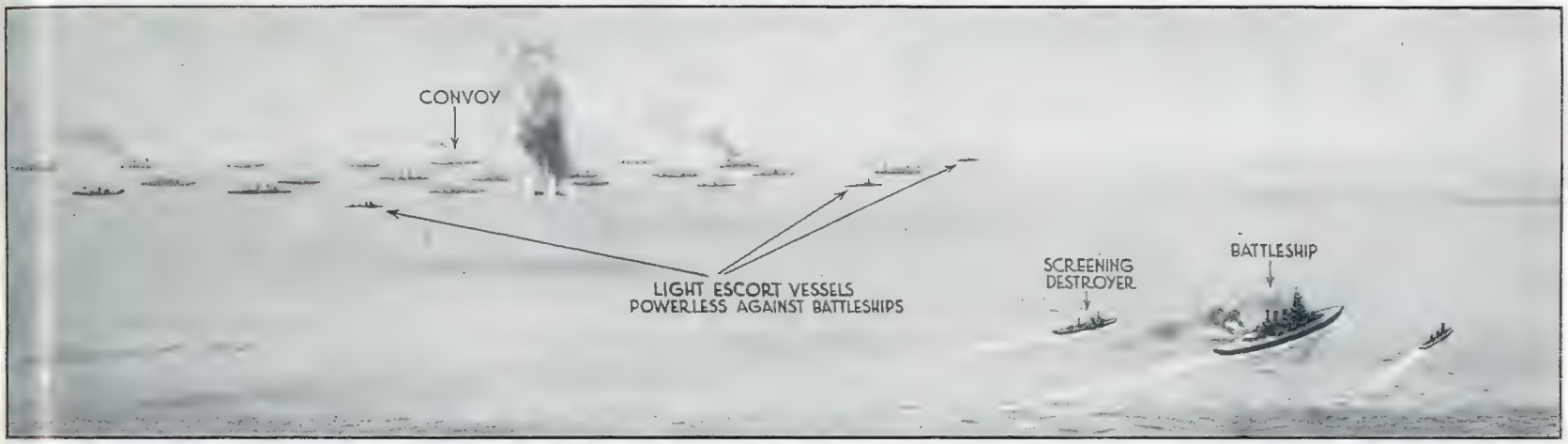


AN AMERICAN VIEW OF THE MODERN BATTLESHIP—A VESSEL SHORN OF ITS HEAVY ARMAMENT AND EQUIPPED INSTEAD TO FIRE ROCKETS AND RADAR-GUIDED MISSILES: Already two uncompleted United States battleships have been adapted in this way in accordance with the views advanced in 1946 by Secretary of the Navy Forrestal. The battles in the Pacific largely demonstrated that the planes taken into battle by the aircraft-carriers were the spearhead of the attack, and that the role of the battleships was essentially protective and subsidiary—*Drawing by S. E. Beck*



"THE CARRIER AND THE BATTLESHIP ARE COMPLEMENTARY TO EACH OTHER IN MODERN WARFARE," DECLARED ADMIRAL SPRUANCE AFTER HIS SUCCESS IN THE PACIFIC: Two diagrammatic sketches showing (*left*) a carrier's planes going into action, and (*right*) a battleship acting in defence of the carrier by taking on enemy planes. The battleship must operate at a distance from the carrier so that it can engage planes well before the moment of bomb release. The battleship's A.-A. guns have radio-fused shells causing sympathetic detonation when the shells near the vicinity of a plane. All guns are radar-operated—*Drawing by S. E. Beck*

THE 45,000-TON BIG-GUN BATTLESHIP, WITH A MAIN ARMAMENT OF 15-IN. OR 16-IN. GUNS, AND THE 30,000-TON BATTLESHIP WITH A GREATLY INCREASED ANTI-question of the future of the battleship, which has lately been discussed at length in the Press, was some time ago the subject of an important lecture by carrier's progress into battle, and he estimated that it might be practicable to replace the big-gun warship with the 30,000-ton A.-A. warship. He urged, on other nation can afford to be without it. Supporters of the big-gun battleship also point to the fact that it plays a vital role in amphibious operations—*Drawing by S. E. Beck*



WHY NO NATION CAN AT PRESENT AFFORD TO SCRAP THE BATTLESHIP AND CONCENTRATE ON CARRIERS ALONE : A diagrammatic sketch showing a battleship operating against enemy shipping. This raider, with its two screening destroyers, would be able to operate unhampered and cause the most terrible destruction unless the enemy possessed a comparable warship. This is the answer which defenders of the big-gun battleship advance against naval critics who favour a "scrap the lot" campaign. In a recent letter to the "Daily Telegraph," Captain E. Altham, R.N., declared : "It is safe to say that no more will be built until there has been full investigation of the functions and design of the capital ship of the future. Meanwhile, we are not at a stage when we can say 'Scrap the lot,' for in this, as in other vital matters affecting our sure shield, it is well to reverse the old adage and be quite certain that we are well on with the new love before we are off with the old"—*Drawing by S. E. Beck*

"MALAYA" HAS A LAST DUTY—THE VETERAN BATTLESHIP, WHICH FOUGHT AT JUTLAND AND ON WHICH THE KING SAW SERVICE, IS TO TAKE THE PLACE OF THE "CENTURION" AS A WIRELESS-CONTROLLED TARGET SHIP FOR THE NAVY : An artist's impression of the battleship, the fate of which has now been decided. It was thought until recently that it would follow "Warspite" to the scrap-heap, but the authorities have decided she shall complete this final spell of service. H.M.S. *Malaya* was actually due for replacement in 1936, but the continuing threat of war and the outbreak of war led to her remaining in the Service. She was originally presented to Britain by the Federated Malay States, being laid down in 1913 and completed two-and-a-half years later. During his last period of action with the Fleet in the First World War, King George VI, then Duke of York, sailed in *Malaya*. At Jutland the King was in H.M.S. *Collingwood*, an action in which *Malaya* also took a prominent part—*From a painting by Montague Dawson*

PALESTINE UNDER MARTIAL LAW

Life in Tel Aviv and Jerusalem

SHOPPING UNDER DIFFICULTIES IN TEL AVIV—A YOUTH BUYS ORANGES FROM AN ARAB SHOPKEEPER THROUGH THE BARBED WIRE RUNNING DOWN THE SIDE OF THE STREET : A sidelight on life in Palestine's great maritime city which, as a principal centre of Jewish terrorist activity, was placed under martial law. Many miles of wire have been erected to ensure against further attacks, but the expedient has not been wholly successful, and one gang actually succeeded in delivering an attack with mortars and machine-guns on Citrus House, the British Security Headquarters. The attack was repulsed, but not until the British troops had brought considerable fire-power to bear on the attacking force. Throughout Tel Aviv the normal flow of commerce has been interrupted. Last Monday the period of martial law was brought to an end after being in operation a fortnight

MR. KRINITZI GIVES HIS VIEWS ON THE SITUATION : The Mayor of Ramat Gan discussing the implications of the new measures of martial law with correspondents of the local and foreign Press. Ramat Gan lies about five miles from Tel Aviv on the main road to Petah Tiqvah, and it has figured largely in many of the military round-ups which have taken place of recent months

TAKING NO CHANCES : A Jew is searched for arms before being admitted to a compound for "screening" by the police. Since the attack on the Goldsmith Club, thousands of Jews have been subjected to intensive interrogation

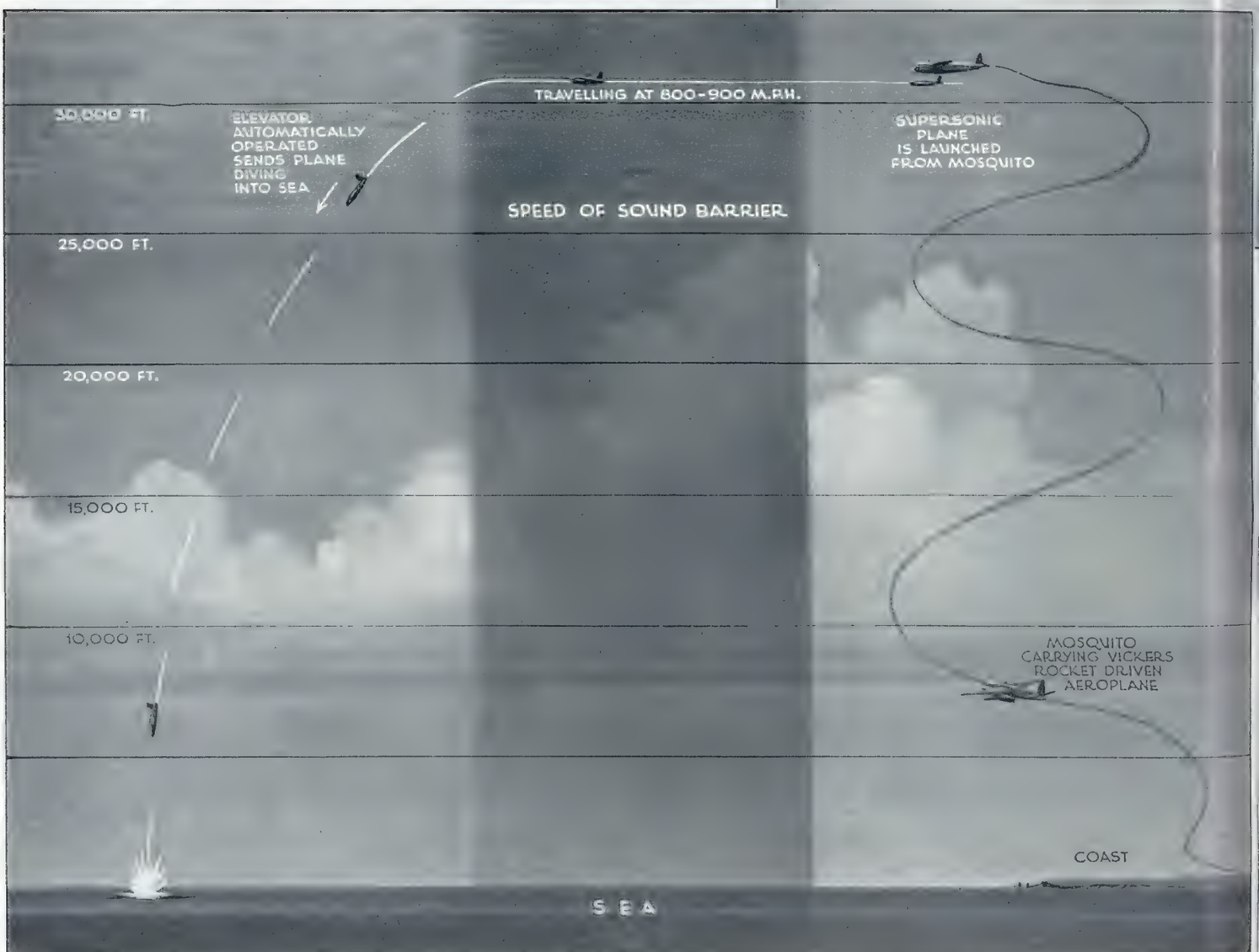
THERE WAS A RUN ON THE BANK showing would-be clients re
appears that after the taking
Tel Aviv alone, and as he
they had no option but to c

IK AT TEL AVIV : The scene outside Barclay's office, reading notices posted on the main doors. It ing of the curfew over £1,000,000 was drawn in ne banks had run short of cash in their vaults, o close until further funds arrived from Jerusalem

TEL AVIV WAS CUT OFF FROM THE OUTSIDE WORLD AFTER THE DECLARATION OF STATUTORY MARTIAL LAW : A scene on the Jaffa-Tel Aviv boundary showing Arabs and Jews forming separate queues when waiting for permission to enter Tel Aviv. They had been absent from the city at the time of the institution of martial law, and the British military authorities did not allow them to return to their homes until they could prove their identity and their residential qualifications. Jaffa and Tel Aviv form one vast built-up area. Tel Aviv, however, is essentially Jewish, sometimes being known as the all-Jewish city. In less than fifty years it has grown from being a small village among the sand-dunes, having at the last census before the war a population of well over 100,000 people and many secondary industries of growing importance. During the recent years of crisis it has been a notorious centre of Jewish terrorist activity

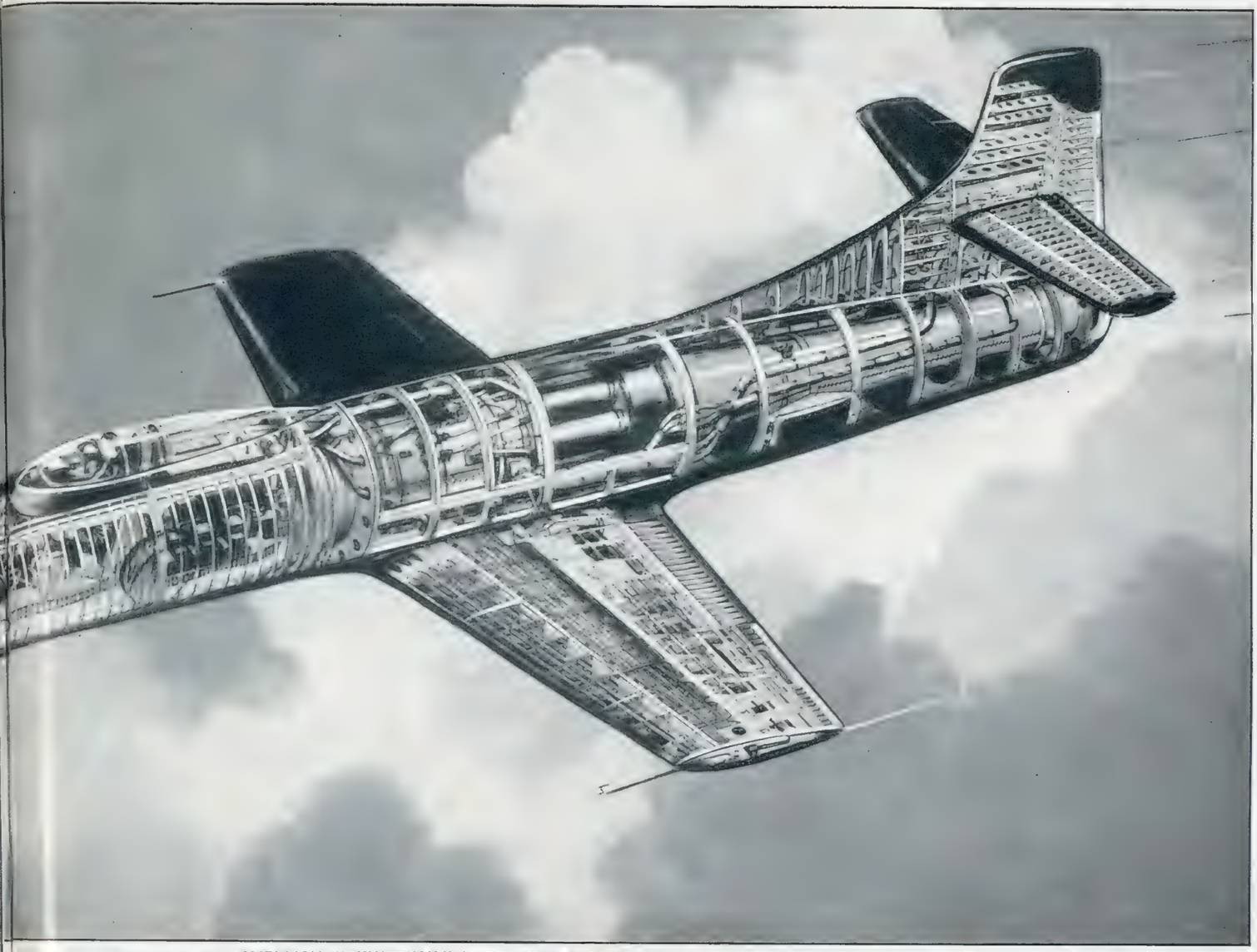
BRITISH SENTRIES TAKE UP DEFENSIVE POSITIONS IN JERUSALEM : Men manning the barbed-wire perimeter of one of the security zones. This picture was taken after the attack on the Goldsmith Officers' Club, when it became necessary to increase the armed guards at every vital point and to prepare for large-scale attacks

SLEEK AND SWIFT-LOOKING—THE CONSOLIDATED VULTEE XB-46, A JET-PROPELLED BOMBER WHICH IS NOW UNDERGOING TAXI-ING TRIALS FOR THE UNITED STATES ARMY AIR FORCE: This is the first picture to be released of this new medium bomber which has been under construction for the past two years at the Convair San Diego plant. It is powered by four General Electric jet engines, two to each nacelle; the span is 113 ft. and the length 105 ft. 9 ins. The large "wetted" area of the nacelles is in marked contrast to the high-speed wing, and it was the subject of comment in a recent issue of "The Aeroplane." For this reason, results of tests at large angles of incidence will be awaited with interest



WILL THIS BE THE FIRST BRITISH PLANE TO FLY FASTER THAN SOUND?—A DIAGRAMMATIC DRAWING SHOWING HOW THE VICKERS ROCKET-PROPELLED 0·3 SCALE VERSION OF THE MILES 52 WILL BE TAKEN TO A HEIGHT OF OVER 30,000 FT. BY A MOSQUITO AND LAUNCHED IN LEVEL FLIGHT: The experiment is to take place in April, and it is hoped that the plane will achieve a speed of over 800 m.p.h. Its performance will be recorded by radio—*Drawing by Roland Davies*

The first of a series of British experiments with a view to finding a way through the sonic barrier which at present prevents piloted flight at speeds above 650 m.p.h. are due to start in April. The launching of the 0·3 scale model of the Miles 52 will probably take place off the Cornish coast, and the plane will be taken to its starting-point by a Mosquito. After it has been launched the model will remain in level flight for no longer than two minutes, as it has only enough fuel for that time, and at the end of its burst of speed it will disappear into the sea. It is expected, however, that it will leave behind valuable records regarding its behaviour as it goes from sub-sonic to supersonic speeds, and the knowledge gained may lead to the construction of a piloted aircraft capable of the same performance. Meanwhile America is planning experiments with a full-scale machine

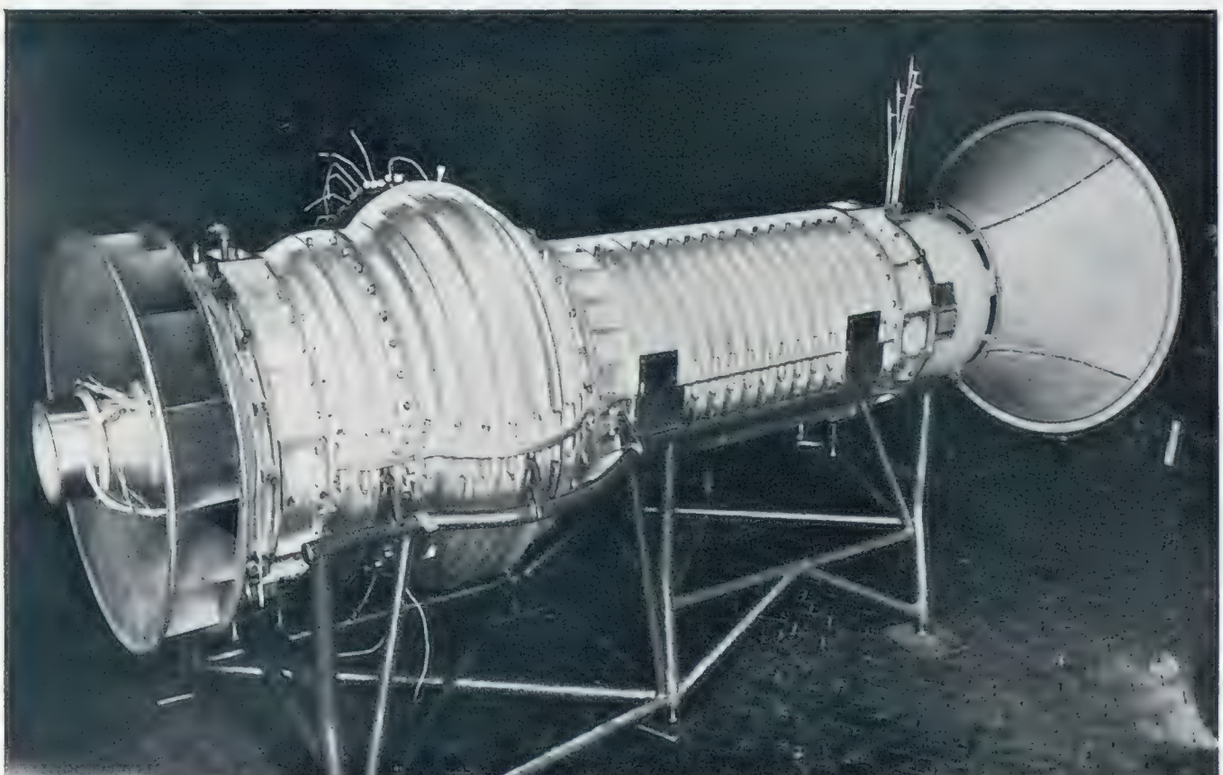


AMERICA'S "SKYSTREAK" IS READY FOR ACTION—A DIAGRAMMATIC DRAWING OF THE U.S. NAVY'S D-558, WHICH IS TO ATTEMPT TO ACHIEVE SUPERSONIC FLIGHT: The "Skystreak" has been built by the Douglas Aircraft Company, and its designers claim that it should achieve speeds of 850 m.p.h. The bulk of the fuselage is taken up by the turbo-jet engine, General Electric's T.G. 180. The cockpit, in which the pilot sits in a reclining position, is forward of the leading edges of the extremely thin wing. The forward part of the plane can be jettisoned in an emergency, thus throwing the pilot clear—*Drawing by Roland Davies*

BRITAIN and AMERICA ATTEMPT SUPERSONIC FLIGHTS

And Other Aviation News of the Moment

Whether Britain or America will be the first country to achieve supersonic flight will probably be decided during the spring, for on both sides of the Atlantic experimentation is well advanced, and the prototype planes are ready to take the air. While Britain is using a 0·3 scale model for the task, the Americans are employing a full-scale piloted plane, the Douglas Aircraft Company's *Skystreak*. This machine was recently displayed at El Segundo, California, revealing many remarkable features which are incorporated in the drawing on this page. The *Skystreak* has been designed to fly at speeds from 550 to 850 miles an hour, carrying besides a pilot and 330 gallons of fuel, 500 lbs. of recording instruments. It is 35 ft. long, 12 ft. high, has a wing-span of 25 ft., and weighs at take-off 9,750 lbs. The engine, a General Electric turbo-jet 180, is the most powerful ever developed in the United States, having as much horse-power, it is stated, as four Super-Fortress engines

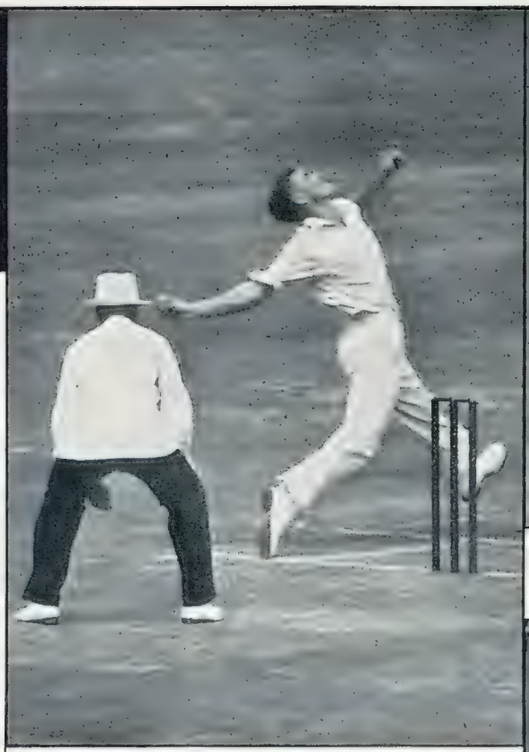


AMERICA BUILDS A GAS TURBINE—NORTHROP-HENDY'S "TURBODYNE" SEEN ON THE TEST STAND AT HAWTHORNE, CALIFORNIA: No information is as yet available regarding the performance of this new propulsion unit, but it is doubtful if it achieves the 5,000-lb. thrust at 10,000 r.p.m. credited to the De Havilland "Ghost." On the right of the "Turbodyne" is the intake, where air enters and is compressed by hundreds of perfectly-formed blades. The combustion chamber, where the compressed air is fed after being mixed with fuel, is housed in the bulge towards the left. On the extreme left is the propulsion nozzle

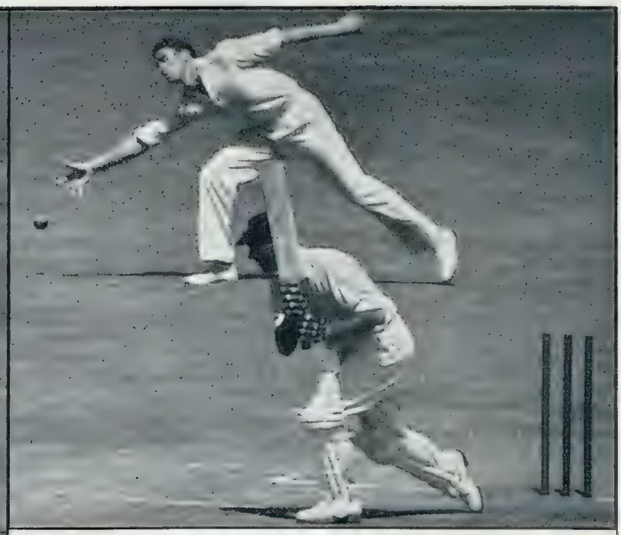
DRAMATIC MOMENTS OF THE LAST TEST

How Lindwall Paved the Way for Victory

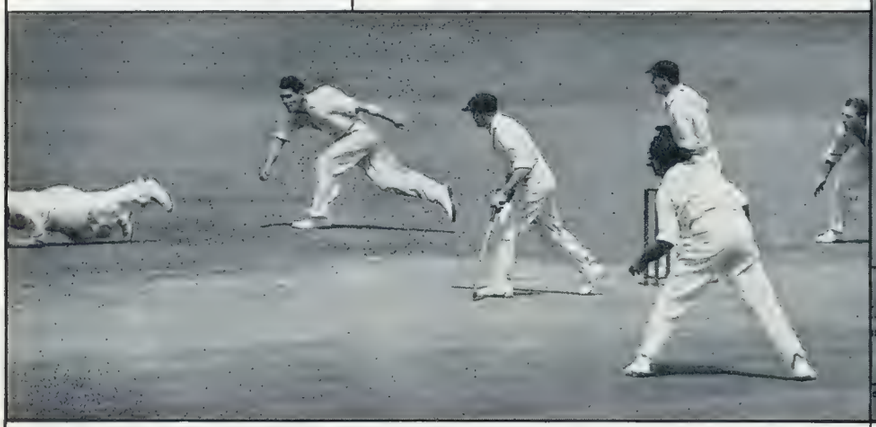
The fifth Test Match at Sydney produced by far the liveliest cricket of the M.C.C. tour, and although it proved beyond all doubt Australia's superiority in every department of the game, it produced many breathless moments, and more than one turn of fortune. Probably the deciding factors were Lindwall's fast bowling and Bradman's second innings batting when, ringed with fielders, he mastered Wright's hostile deliveries and left Miller and McCool with only a few runs to knock off for victory. On this Sydney wicket both Lindwall and McCool bowled better than ever, and it is to be hoped that these two, who are also Test century-makers will be seen in England in 1948. Bradman has probably said good-bye to Test cricket, and it is possible that the captaincy will fall to Hassett, who leads the Victorian side in Sheffield Shield matches. Morris, who made two centuries at Adelaide and scored over 500 runs in the Tests has had a particularly good season, and it will be interesting to see how he fares on English wickets



THE MAN OF THE HOUR : Ray Lindwall, Australia's fast bowler, seen in action during the M.C.C.'s first innings in the last Test Match at Sydney, when he took 7 for 63



A LINDWALL VICTIM : Evans, the M.C.C. wicket-keeper, is bowled by the Australian fast bowler after scoring 29. At this stage of the match Lindwall was irresistible. The slip fieldsman in this picture is Miller



THE FIELDERS WERE "ON THEIR TOES" : Yardley, whose head the photographer missed, has fallen full-length to take a brilliant catch, dismissing McCool for three runs off Wright's bowling. The other fielders watch tensely. It was a critical moment, and for a spell Wright's bowling dominated the play

BRADMAN BEATEN BY WRIGHT : The Australian captain surveys his fallen wicket when dismissed for 12 runs in the first innings. In the second innings he made 63 against hostile bowling, thus ensuring M.C.C.'s defeat

AUSTRALIA JUBILANT AS THE ENGLAND INNINGS COMES TO AN END : Don Tallon, the wicket-keeper from Queensland, has caught Wright off Miller's bowling, thus dismissing M.C.C. for a total of 280. On a still perfect Sydney wicket this was not a match-winning score, and although Wright helped to dismiss Australia cheaply, our second innings reply was not good enough. The fifth Test undoubtedly provided the keenest cricket of the tour, but in every department of the game the Australians proved themselves the better players

HOW £25,500,000 IS TO BE SPENT IN TANGANYIKA, NORTHERN RHODESIA AND KENYA: An artist's impression of the way in which the Government's scheme to grow 3,250,000 acres of groundnuts will be developed, using modern methods of agriculture. Special villages will be built to house the native farmers

GROUNDNUTS AND WHITE ELEPHANTS

The deficiency of fats in our national diet has been estimated as exceeding 1,000,000 tons a year. An ambitious project has already begun to relieve this shortage by the scientific growing of groundnuts in large areas of Africa that are now barren and unproductive. The scheme has been described as "the boldest and most comprehensive ever launched for the development of backward territories." The United Africa Company is undertaking the initial work, but will hand over to a public corporation, owned by the British Government, as soon as is practicable. This, in turn, is only a step towards the transfer of control to the Governments concerned, and, finally, to the people themselves. At present, African methods of cultivation are of the crudest, with no provision for the revival of exhausted soil. The Government scheme provides for the adoption of the most up-to-date methods of agriculture. An interesting sidelight is that many natives who served in the British Forces during the war and who became accustomed to mechanical vehicles will now be available for the operation of motor tractors. An important aspect of the scheme is that it is expected to provide regular employment for approximately 32,000 Africans.

KING NORODOM SIHANOUK OF CAMBODIA WITH THE SYMBOLIC THREAD WHICH HE TIED TO THE LEG OF A WHITE ELEPHANT AS PART OF THE CEREMONY OF ITS RECEPTION INTO THE ROYAL PALACE: Before tying the thread he had tapped the beast on the head three times with a symbolic golden goad; pronounced its name three times and fed it three pieces of sugar-cane

The colourful ceremony was performed a short time ago, when one of the rare white elephants, which occur in Cambodia every three or four decades, was received into the Royal Palace at Pnom Penh. Albino elephants have been regarded as holy and as royal property for many generations. The ceremony is brahmanic and inspired by the Indian influence of the Khmer culture, which survives mainly in certain royal functions. The proceedings included a procession through the streets of the town, which was seen by the young King, including richly caparisoned elephants, detachments of the Royal Guard, warriors in traditional dress, acrobats, clowns, musicians and dancers. It was followed by races between bullock teams, water buffaloes, and finally between two elephants, each with two jockeys—the front steering, the rear coaxing with the aid of a rope

A Home News Survey

BUILDING THE NEW HOUSE OF COMMONS

Australia and the Bligh Tomb; Queen Ena in Town; The New Thames Tunnel

THE WEATHER DELAYS WORK ON THE NEW HOUSE OF COMMONS: The deserted scene at Westminster at the height of the cold spell, when no progress was made on the erection of the steel framework of the new Chamber. The old Commons Chamber, it will be remembered, was completely destroyed by a bomb during the blitz in 1941, the Members afterwards moving to the House of Lords by special invitation. It is hoped that the rebuilding will take less than the five years originally anticipated. The new Commons will undoubtedly have many amenities that its predecessor lacked, although the old essential features will be preserved. There will be a thoroughly up-to-date system of heating, ventilation and lighting, and provision will be made for some very badly needed secretarial and conference rooms. The plans for the new Chamber were drawn up by Sir Giles Gilbert Scott

AUSTRALIA WOULD LIKE TO TAKE IN KEEPING THE TOMB OF ADMIRAL BLIGH: The forlorn appearance of the tomb in Lambeth Churchyard has prompted the proposal from Sydney that the tomb should be moved to Bligh Street in that city. The main inscription on the tomb reads: "Sacred to the memory of William Bligh, Vice-Admiral of the Blue, the celebrated navigator who first transplanted the breadfruit-tree from Otaheite to the West Indies, bravely fought the battles of his country and died beloved, respected and lamented on the 7th Day of December 1817, Aged 64." Of recent years Bligh has enjoyed a wider fame since the Hollywood film *Mutiny on the Bounty*, although it presented a by no means accurate, though very colourful, picture of the intrepid sailor and navigator

EX-QUEEN ENA OF SPAIN PAYS A VISIT TO LONDON: Her Majesty seen leaving her hotel on a shopping expedition. Ex-Queen Ena, the daughter of Prince and Princess Henry of Battenberg, and niece of Edward VII, married Alphonso XIII in 1906. Together they survived an attempt at assassination on their wedding day. After the abdication in 1931 the Queen spent a great deal of time in France and Italy. On countless occasions the chances of a Spanish-Habsburg restoration have been discussed

THE DARTFORD-PURFLEET TUNNEL—A MIGHTY ENGINEERING PROJECT HELD UP BY THE WAR: A view of the overhead entrance to the pilot tunnel which was built beneath the Thames in 1938 and 1939 as a preliminary to the construction of a main tunnel planned to carry a road beneath the Thames and provide a much-needed link between the Kent and Essex shores. The pilot tunnel cost £300,000 to complete, a tenth of the cost of the whole project, and during the war engineers saw to its proper maintenance. When the work of driving the main tunnel will start is not at present known, but in view of London's traffic congestion it is a matter of considerable urgency. When completed, vehicles carrying goods from dockland into Kent and Essex will be able to avoid travelling through Central London, and the main bridges in the City will be relieved of a tremendous strain. The saving in mileage for such vehicles will also be considerable

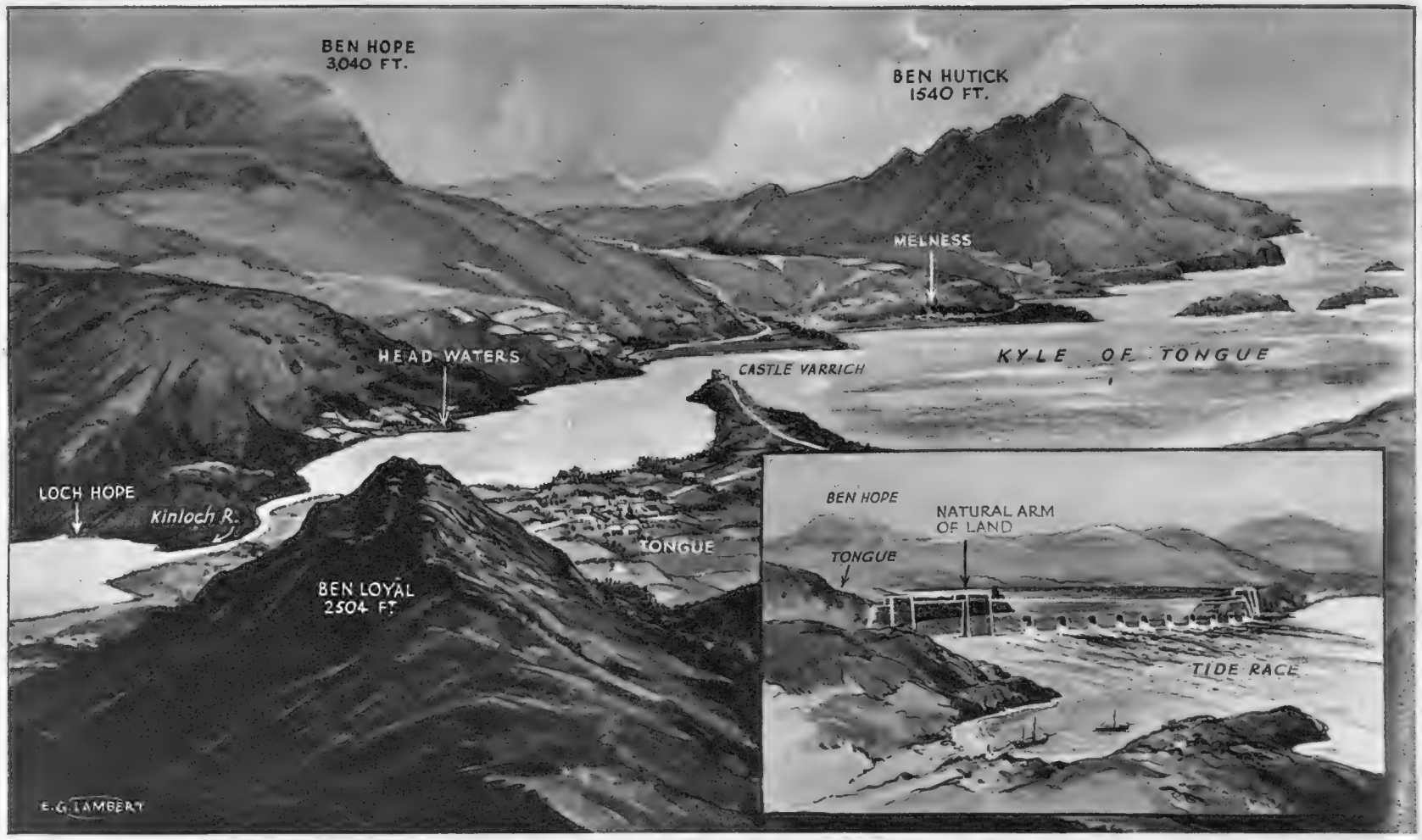
THE START OF THE MAIN TUNNEL WHICH IS TO BE DRIVEN BENEATH THE THAMES: The driving shield of the £3,000,000 Dartford-Purfleet project, progress on which may soon be resumed. During the war engineers concentrated upon keeping the workings in good repair

A PUMPING PLANT BENEATH THE THAMES: Engineers drawing off water when supervising the maintenance of the Dartford-Purfleet pilot tunnel pending the resumption of work on this project

THE BIG CLIFF FALL NEAR RAMSGATE: People in this cliff-top convalescent home awoke to find the place perched precariously on the edge of a 60-ft. precipice. Half the roadway had been carried away by the fall, and, as a result, no transport could get through to Pegwell Bay. An emergency road squad is seen at work on the promenade

ENGLISH CRICKET BATS FOR THE WORLD MARKETS: Bats crated for export at the North London factory of Messrs. Summers Brown. These crates are labelled Colombo, Bombay, Port of Spain and Sydney, an indication of the world-wide nature of the demand

A CRAFTSMAN AT WORK PREPARING FOR THE NEW SEASON: Smoothing the handles of bats at the North London factory of Summers Brown. About 18,000 bats are made yearly at the factory, and a large proportion go overseas to help Britain's export drive. There is no bat to equal the English product from best English willow, but, sadly enough, our own shops are not yet well stocked and there is a particular shortage in the smaller sizes for schoolboys



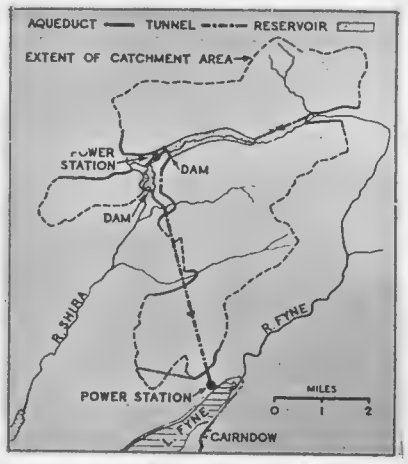
GEORGE BERNARD SHAW SUGGESTS THE HARNESSING FOR ELECTRICAL POWER OF THE TIDE-RACE IN THE KYLE OF TONGUE, AT THE NORTHERN EXTREMITY OF SCOTLAND: A diagrammatic sketch of the area in Sutherlandshire which, says Mr. Shaw, is ready-made by nature for the purpose. Through the Kyle of Tongue the tide rushes twice a day, carrying thousands of tons of sheer power both ways. In his letter to *The Times* on the question of tidal power, Mr. Shaw referred to the continued "grubbing for power in coal-mines" and our obliviousness of the value of these tides, which are almost unique in the world. He concluded by saying: "My suggestions usually take thirty years to attract any attention. By this time an engineering trip to the Kyle of Tongue is a bit overdue. The climate is delightful. Almost sub-tropical, thanks to the Gulf Stream. Not at all Scottish. Ask Sir Archibald Sinclair." The inset drawing shows how a barrage could be put across the Kyle of Tongue, making use of a natural arm of land—*Drawing by E. G. Lambert*

HARNESSING SCOTLAND'S TIDAL AND RIVER POWER

A Suggestion from Bernard Shaw, and a Project for Glen Shira

In the past twenty years all eyes have been turned towards Scotland and its vast resources of power. Already a little has been done to harness that power, and grandiose plans are in blue-print form for further developments. The times do not move fast enough for Bernard Shaw, however, and the veteran Fabian now asks through the Press why nothing is being done to make use of the tidal power of the Kyle of Tongue. Many years ago, it seems, Shaw explored the far northern coast of Scotland, forming the view that the immense power of that area should be brought to the service of the nation. Now he wants to know why nothing has been done about it. Why grub for coal and dream of nuclear energy, he asks, when nature has this ready-made answer at our door? Perhaps officialdom will do Mr. Shaw the courtesy of providing an official answer!

Another project, and one more likely to come to fruition soon, is the Glen Shira scheme of the North of Scotland Electricity Board. This project, which will ease in marked degree the electricity shortage in Scotland, was announced at the end of February, and it will mean the harnessing of the upper waters of the Rivers Shira and Fyne.



DAMMING THE WATERS OF GLEN SHIRA: A sketch-map of the area at the head of Loch Fyne which is to be the scene of the North of Scotland Hydro-Electric Board's latest effort. The positions of the two dams and the two power stations are clearly shown

The 80,000,000 units of electricity produced annually by the Shira project will be transmitted to the Board's Inveruglas switching station, and from there will go to the Central Electricity Board's grid. Local demands will have priority over export. During construction direct employment will reach 2,500, also with preference to local labour.

Two new lochs will be created in the hills above Loch Fyne, one made by a dam at Stron Mor in upper Glen Shira, 1,125 ft. above sea-level. This will draw water from the River Shira and its tributary Alt na Sithean and the head waters of the Rivers Fyne and Cladich. Water from the main storage loch will pass through a small power station with an installed capacity of 4,000 kilowatts, thence to the subsidiary loch to be formed in a natural basin about a mile downstream. Water collected thereby from a lower catchment area will reach the main generating station through 4½ miles of tunnel and pipeline. The station, with an installed capacity of 40,000 kilowatts, will be on the main Arrochar-Inveraray road at Clachan, near the head of Loch Fyne.

To preserve the salmon and sea trout a flow of not less than 8,000,000 gallons a day will be maintained in the River Shira.

THE GLEN SHIRA PROJECT WILL BRING VAST POWER TO THE HIGHLANDS: *Above*—**The subsidiary generating station at Stron Mor and** (*below*) **the dam across the waters of Glen Shira, which will create a new loch in the hills north-west of Loch Fyne.** This £3,250,000 project has been put forward by the North of Scotland Hydro-Electric Board and is one of the Board's twelve major constructional schemes, involving in all an expenditure of £65,000,000 and the construction of more than 100 generating stations

A GEM OF THE FLORENTINE RENAISSANCE—THE CELEBRATED TERRACOTTA GROUP OF THE VIRGIN AND CHILD WHICH HAS LONG BEEN ATTRIBUTED TO VERROCHIO, BUT WHICH MAY BE THE WORK OF LEONARDO DA VINCI : This magnificent piece of sculpture has just been put on exhibition in a special place of honour in the Victoria and Albert Museum. Several critics are firmly of the opinion that it is a Leonardo masterpiece. It is 1 ft. 8 ins. in height

IS THIS A LEONARDO MASTERPIECE?

A Celebrated Terracotta Group Now on Exhibition at the Victoria and Albert Museum Attracts the Attention of Critics

It is more than probable that we shall never know for a certainty who was the creator of the magnificent statuette figure group of the Madonna and Child, although an increasing weight of expert opinion now attributes it to Leonardo da Vinci rather than to Verrochio. The statuette reveals all the grace and delicacy of the young Florentine school, and a maturity of technique that points to the authorship of da Vinci, who did much to remedy the hard angularities which were a feature of the work of his immediate predecessors and, indeed, of some of his contemporaries. Verrochio, who lived between 1435 and 1488, was head of the most celebrated studio in Florence for the training of young artists. He himself studied under Donatello, it is believed, and among his pupils he had Perugino, Botticelli and Leonardo. Leonardo was apprenticed to Verrochio at the age of eighteen, and with him he explored every branch of artistic effort. He mastered drawing and chiaroscuro in Verrochio's studio and became so skilled that he helped the master himself. Leonardo proved his powers so quickly, indeed, that in 1472, when he was twenty, he was taken into the Florentine painters' guild. By 1478 he had become an independent master. The statuette of the Madonna and Child was made just after 1470, about the time when Leonardo was branching out on his own; already he was the seasoned artist upon the brink of a wide fame. The statuette, so mercifully spared during the war, is a masterpiece of assured art, and all who see it cannot fail to admire its radiant charm

AIR-CHARTER FLYING FOR HIRE

How the Companies are Uniting Their Interests. By CHARLES GRAVES

IN less than fifteen months after civil aviation was again permitted in this country by the Government, there are over 100 registered air-charter companies, possessing between them well over 200 aircraft, from Doves and Proctors to Yorks, Halifaxes, Liberators and Lancastrians. Of these, thirty-eight are members of the British Air Charter Association, with offices in Londonderry House; the senior air-charter company being Morton Air Services, Ltd., which undertook its first commercial flight on January 1, 1946.

The object of the Association is to raise the whole standard of charter flying to the highest possible level, rather as if car-hire firms associated themselves with the idea of raising their standard to the same level as Daimler Hire or Godfrey Davis. At the present minute the Association is tackling a number of problems of mutual interest to its thirty-eight members. They are doing their best to see that pilots and crews are properly briefed; that every aircraft carries an adequate fuel reserve—even more than the Ministry of Civil Aviation demands; that standard rates for passengers and cargo are charged (recommended rates for passengers in Europe include: Auster, 1s. per mile; Halifax, 10s. per mile; Lancastrian, 13s. per mile; Liberator, 15s. per mile; Rapide, 2s. 6d. per mile; Lockheed 14, 7s. per mile); that as far as possible no single-engined aircraft should cross any considerable stretch of sea; and that the pay conditions of flying personnel should be raised and standardised. The Association also supplies "Notices to Airmen" as they are received from foreign countries, and other useful "gen." It is further arranging a joint traffic office at Croydon, most useful for those companies which are not based on this airport. Any member of the Association which is found to have broken any Government regulations is to be expelled.

In which connection it may be pointed out that Spencer Airways not only did not belong to the Association, but was not even registered in this country. It may also be pointed out that so far, *Imshallah*, the members of the British Air Charter Association have had only one fatality—and that was the death by drowning of the man who tried to swim ashore to Knocke when his aircraft crash-landed in the sea. There have, of course, been a number of forced landings, but none of them has been fatal. The great advantage of the air-charter companies is that they do not have to fly to a schedule. The pilots merely inform the passengers, if the weather is bad, that they do not propose to fly at the original time planned. Against this, however, the pilots do not have the advantage of flying continuously over the same route and therefore knowing every landmark. But the vast majority of them are very highly trained; possess considerable initiative; and just because their companies do not possess the ground organisation of British Overseas Airways Corporation, British European Airways, or British South American Airways, they have learnt to fend for themselves.

Some of the air-charter companies possess only one aircraft. The biggest—which, strangely enough, is not a member of the Association—is Skyways. This organisation, with which Brig.-General A. C. Critchley, C.M.G., D.S.O., is associated, has no fewer than three Yorks and five Lancastrians, not to mention a Rapide, a couple of D.C. III's, and a Dove.

The overhead expenses of the larger air-charter companies are very considerable. The petrol and oil, the housing and office accommodation, the salaries of the ground crews, flying personnel, and clerical staff, hangar accommodation, heavy rate of insurance, telephone calls all over the world, are only some of their expenses. Each time a multiple-engined aircraft lands on a concrete runway the sum of £12 has to be paid, like dock dues for a ship. The aircraft themselves cost a great deal to buy, whether they come straight from the manufacturers or from the surplus stores of the U.S. Army and the Air Ministry; on top of which the cost of conversion runs into hundreds and even thousands of pounds. A new Proctor costs over £3,000, and then it can carry only two passengers besides the pilot. An ex-Service Dakota costs in the neighbourhood of £7,500. A new Dakota costs £25,000. Liberators, Halifaxes, Yorks and Lancastrians cost appreciably more. No wonder that the charge for a Dakota is 10s. a mile, and that even a Proctor costs £45 a day if you keep it waiting.

One of the great advantages of air-charter companies is that there is none of the high priority which obtains on the regular services of B.O.A.C. A passenger can hire an aircraft almost at the drop of a hat. It is the air-charter companies which have been so largely responsible for the importation of the lemons, grapes, tangerines and other fruits to be seen in the shops and on the street barrows. A glance at a single month's imports and exports by air show the most astonishing variety of articles reaching or leaving this country by aeroplane. Five hundred gallons of wines and spirits were imported as long ago as in September last year, when the air-charter companies were both fewer and smaller. During that same month 714 square feet of plate-glass and sheet glass were exported, together with 10,000 ozs. of gold; 2½ tons of non-ferrous metal; nearly 4,000,000 ft. of cine-film; and 381,000 square yards of cotton goods. Odd items of imports include 35,000 square yards of silks and artificial silks; 1¼ tons of stationery; 21 tons of newspapers and periodicals; and 200 tons of fresh fruit and vegetables.

Apart from the cargo, however, the air-charter companies have carried numbers of very important personages on many very important missions. It was an air-charter company which flew King George of the Hellenes back to Athens on his successful bid for the throne. (He said severely to the pilot on landing: "You are twenty-five seconds too early.") It was an aeroplane belonging to an air-charter company which was ticking over at the end of the runway at Nuremberg to fly the gramophone records of the sentences on the Nazi leaders to Paris for immediate transmission to London. When Mr. Bevin fell ill suddenly in Paris last year it was an air-charter aircraft which flew Mr. A. V. Alexander to replace him. Indeed, when considering the attempts of the Socialist Government to stifle private enterprise in all forms of transport, it is curious how often members of the Cabinet have had recourse to private enterprise aircraft.

Typical of the many and various jobs performed by these independent companies are: the charter given by the Anglo-Iranian Oil Company for transporting members of its staff to and from Persia and London; the taking of General Smuts to Balmoral; flying the British Ambassador to Moscow; taking racehorses by air to the Irish Derby, and other bloodstock to the Argentine and the Indian Princes; the flying of football-pool promoters to and from Belgium; of penicillin to Rome; of Yehudi Menuhin to London; of emigrants to South Africa; of missionaries from Dakar to the Cape; of mink coats to Johannesburg before the Royal family arrived there; and, of course, of business men to all parts of the world. These business trips may be anything from flipping a tomato-canner to Guernsey and back in a day to a £35,000 charter of a Lancastrian by an American millionaire who requires it for three months.

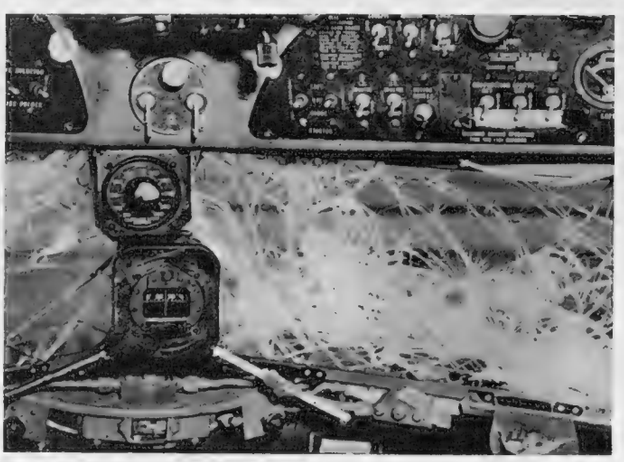
Two of the strangest jobs which have come to my notice were the sending by air of a package of special nails to Nuremberg immediately before the Nazi leaders were hanged on the gallows; and the chartering of an aircraft by a drink addict who had nothing better to do with his money than to do a Continental pub-crawl by air. . . .

Pay for pilots varies, but a good average is £500 a year plus 10s. an hour flying money. Some of them are lucky enough as to receive substantial presents from satisfied clients. One air-minded peer frequently gives £25 to the pilot and £15 to the radio operator of the aircraft which he has chartered. Others are not so generous. Some clients do not realise that pilots would have no objection to receiving a slight honorarium in recognition of the services they have performed. Other clients have, on occasion, behaved very badly indeed. One pilot I know was casually handed a small package by a woman passenger just before they passed through the Customs, telling him that it was a present for him. As soon as the Customs were cleared she snatched it back. The contents were highly dutiable, and if anyone had been caught it would have been the pilot and not the passenger.

Which brings one to the question of connived smuggling by means of air-charter companies. No doubt there are some black sheep among the 118 companies, but though I have been told that cautious approaches have been made to certain freight managers to handle a quick and profitable deal, I do not know of any actual case where a job has been done.

Looking back over the past fifteen months it is difficult to avoid the suspicion that air transport (in the minds of the Government) is still regarded as a necessary evil forced upon the country by competition rather than as an essential medium for commerce, which is so vital to the Empire. Be that as it may, the air-charter companies, in spite of all difficulties, provide a shining example of what private enterprise can do, even though they are operating mostly with makeshift or converted aircraft of various types, and with little or no standardisation.

TRANSPORT PLANES ON THE ASSEMBLY LINE: "Skytrains" under construction at the St. Monica plant of the Douglas Aircraft Company. The clock on the right nominates the time when the assembly line will move, and in this way every phase of production is co-ordinated



THE PLANE THAT BEAT THE STORM: The shattered cockpit of a Douglas "Skytrain" transport after it had landed for repairs at Lowry Field, Colorado, having passed through a hailstorm of extraordinary violence. The "Skytrain" remained within the storm cloud for a matter of only thirty or forty seconds, but in that time it took a tremendous hammering. The metal fuselage was badly dented and strips of fabric were torn from the control surfaces. Radar devices are now available to give advance warning of these more violent storms, and they are being adopted by most of the American and British lines

AT THE THEATRE

Ballet and Opera; Musical Comedy and Comedy

MASSINE'S RETURN TO COVENT GARDEN: John Hart as the Governor, Margot Fonteyn as the Miller's wife, and Leonide Massine as the Miller in Manuel de Falla's ballet, "The Three-Cornered Hat." M. Massine's dancing has lost none of its style since the first production, twenty-five years ago, and the Sadler's Wells Company performed excellently under his direction. The original decor by Pablo Picasso, with its vivid interpretation of the sun-lit scene, was used

A YOUNG "MADAM BUTTERFLY" MAKES HER DEBUT: Joyce Garside, a twenty-three-year-old singer from Lancashire. The daughter of a licensee in Chorley, Lancashire, Joyce Garside, was given special leave from the Manchester College of Music to sing the important role of Madam Butterfly at Sadler's Wells. She is a pupil of Frank Mullings and gave a performance of virtuosity, her rendering of the central aria, "One Fine Day," showing considerable promise for the future. A good supporting cast included William Booth as Goro, Tom Culbert as Pinkerton, and Redvers Llewellyn as Sharpless

A LESSON IN LOVE: Fresco (Eddie Kelland Espinosa) and Yvonne (Kaye Connor) in "Romany Love" at His Majesty's Theatre. They provide the comedy in Jack Hylton's new musical show, described as an "Operetta Comedy"

ONE OF VICTOR HERBERT'S SONGS IN "ROMANY LOVE"—Helena Bliss, as Musetta, sings "Andalusia" to the admiring Baron Pettibois (Henry Hewitt). She plays the gypsy princess, who finds a marquis and an operatic star well lost for her gypsy lover. *Romany Love* has all the ingredients of popular, musical comedy—a romantic story, some tuneful numbers by Victor Herbert, a vivacious leading lady and eight pretty, if not very original, scenes. Melville Cooper gives an amusing performance as Boris

SOMERSET MAUGHAM'S "JANE," ADAPTED FOR THE STAGE BY S. N. BEHRMAN, AT THE ALDWYCH THEATRE: Yvonne Arnaud as Jane; with Ronald Squire as William Tower, Ursula Howells as Anne Tower, and Jeremy Hawk as Peter Shay. Somerset Maugham's flair for dramatic incident is apparent in many of his short stories, as was demonstrated, some years ago, when *Rain* was successfully dramatised. Now S. N. Behrman has adapted *Jane*, the story of a middle-aged woman, whose plain speech passes for wit among her sophisticated friends. She captivates a young man and then, with a typically Maugham twist, discards him and has at her disposal two more admirers of her own generation. The piece provides a wonderful part for Yvonne Arnaud, and Ronald Squire is smoothly cynical as one of her elderly beaux

The World of Books—By VERNON FANE

"THE ANGELIC AVENGERS": A LITERARY ODDITY

Pierre Andrezel Writes a Thriller in the Early Victorian Manner—A Story that Survives Its Improbabilities

THE ANGELIC AVENGERS (Putnam. 10s. 6d.) is definitely an oddity, since in style and plot it has a marked resemblance to the "Gothic" literature of the past two centuries, and that is a literary manner that is now almost forgotten and almost never practised. The novel is, however, much more readable than the term implies, and has great force and even a queer kind of excitement. The publishers are cagey enough about the author's identity and refer to Pierre Andrezel as the young Frenchman "whose name appears on this novel." The book was first published in Copenhagen in 1944, although its setting is France and there may have been an excellent reason why its author, better known under another name, was unable to publish in his or her own country.

The story is of two lovely English girls who at eighteen are cast penniless upon the world. They are friends and of good breeding, although in the manner of their time, they have few qualifications for work. Nevertheless, they seek a situation together and through an agency they meet a retired English clergyman. He tells them that he and his wife are childless and would like to adopt them for at least a year. The girls, Lucan and Zosine, go with the old couple to a house in the French countryside and for a while lead a happy existence there. But gradually the girls come into the possession of a dreadful secret. Other girls have stayed at this house, and have disappeared. The old couple have sold them to brothels.

Zosine and Lucan, however, find that they are there, not as potential victims, but as innocent dupes, to stay a year and afterwards testify, if need be, to the kindness of their foster-parents. Their first instinct is to escape, but when they learn that one of the unfortunate girls has been murdered, they decide to stay, and try to bring the evil couple to book.

From that moment they themselves are in great danger, but the ending is predictable and happy. Naturally keeping so much to the character of the period, the author introduces many twists of plot and coincidences that, by present-day standards, seem absurd. Nevertheless, the central theme, of two young English girls finding themselves in strange and terrible circumstances, is genuinely thrilling and, shorn of some of its wilder improbabilities, a really good early-Victorian thriller.

I never supposed that I would appreciate or even tolerate another novel about life in a Dublin slum, but Miss Maura Laverty has succeeded in convincing me, at least while I was reading her book, that there is no fitter subject for an intelligent and poetic writer. LIFT UP YOUR GATES (Longmans. 8s. 6d.) is the story of a girl of fourteen who lives in such a place with her mother, who is a kindly slattern, her brother Lar, a wild young man and a great gambler, and her seven-year-old cousin, Kevin, whom she has nursed from babyhood and to whom she is devoted. They live in a neighbourhood called Liffey Lane, which is partly made up of slum tenements and partly of superior flats. Lar is a paper-seller and Chrissie, the girl, delivers newspapers for him round about.

This activity brings her into contact with a variety of characters, all of whom are brilliantly etched, but Chrissie's paper round remains the only connecting string for a book that is less a novel than a collection of sketches. It is a sensitive and beautifully executed piece of work, quite evidently based on knowledge and true feeling for the people about whom Miss Laverty writes.

THE SALE OF THE GUTENBURG BIBLE: This was the scene at Sotheby's last week during the auctioning of the celebrated Amherst copy from the collection of Mr. C. W. Dyson Perrins. This first issue of the first edition of the Bible, and the first book printed with movable metal types, was sold after a bout of brisk bidding to Mr. Ernest Maggs, who is seen seated second from right at the table on the left. Mr. Maggs paid £22,000 for the copy after an opening bid of £5,000. The underbidder was Mr. W. H. Robinson, and a representative of the Rosenbach Company, of New York, was also well in the running. The Bible was printed about the year 1455, nine years after Gutenburg returned to Mainz. It is in fine condition. The original Mainz binding is in brown calf

There seems to be a new vogue in middle-aged heroes of the kind who appear rather dim at first glance, and no more than well-meaning, that damning phrase, at second. Mr. Mackail has recently written about such a gentleman, to some effect, and now comes Mr. Ifor Evans, with his light, pleasant novel, THE SHOP ON THE KING'S ROAD (Hodder and Stoughton. 8s. 6d.).

It is an attractively human and real story; quietly told, and not relying on action for its interest, but being the tale of a man, newly demobilised from the Army, who, in the course of a casual stroll down a London street, finds himself buying a little bookshop that attracts his attention. His roots in any previous life have gone with the air raid that killed his wife and destroyed their home, and with the years he himself has spent in the Middle East.

Books have always meant a good deal to this placid and intelligent man, and among them he proceeds to live a placid and intelligent life, thinking over his past happiness and planning fresh purchases. He finds himself drawn into the active work of the shop, and in serving a customer, meets the woman who will eventually make him happy again.

Going along King's Road the other day, I found that I was consciously looking for the little bookshop in which he might, at that moment, have been rearranging the display on the shelves.

As for Mr. Peter Cheyney, there is nothing quiet about him. He is a perennial, of the kind described as hardy, but there every resemblance to a flower ends unless one can find some analogy in the snapdragon. He is a fertile writer and a forceful one. He appears to have a system of writing two kinds of books alternately with each other, and the system appears to work. The present story is one in the "dark" series, and in spite of the vulgarity of its wrapper, it is well up to the remarkable Cheyney standard.

DARK INTERLUDE (Collins. 8s. 6d.) pursues the adventures of one O'Mara, who is quite a guy, a tough *hombre*, a hunk of man. His Cheyneyesque reputation rests (a) on his work for a branch of the British Secret Service, and (b), (c) and (d) on his prowess as a great lover. The author is concerned with both sides of his character. The result is a display of fireworks.

Although I wouldn't describe YOUNG ENTHUSIASTS (Gollancz. 8s. 6d.) as a novel, I would call it a very entertaining book, and I would certainly congratulate Miss Elizabeth Jenkins on her understanding of children. The story is told in the first person by a woman teacher in a progressive co-educational school and in the place of plot is a series of incidents and reports of the way in which the school is managed, and of portraits of colleagues, parents and the children themselves. These last are very keenly observed.

SHADOW AND SUN (Allen and Unwin. 15s.) is the autobiography of a man who has been a Master Mariner and found some of his truest happiness with the last of the great sailing ships. His memoirs reflect his natural optimism. Most of the reminiscences are of ships and seamen, and these are of the liveliest. There is nothing literary about Mr. Campbell's style, but there is a good deal that is honest, good-tempered and vivid. Recommended to sea-loving land-lubbers.

A NOVEL ABOUT GERMANY

and Some New Travel Books

The British Zone in Germany in the months immediately after the surrender—a Germany rudderless and drifting, at once tragic and sordid—provides the theme for a notable new novel by Jack Aistrop entitled THE LIGHTS ARE LOW (Dennis Dobson. 8s. 6d.). As an officer with the British Army of the Rhine, the author saw the heartbreak and misery not only of the German people, but of the hosts of displaced persons who had been brought to the Reich for slave-labour and were concentrated in the camps on the outskirts of nearly every big town. He saw, too, the rise of the Black Market, with the cigarette as the vital medium of exchange, and over all a sense of feverishness and insecurity. In this swift-moving novel the whole atmosphere of occupied Germany is conjured up with skill and imagination. It is not a pretty picture. At times it is utterly depressing, reflecting the bitter degradation of war's aftermath.

This same initial post-war period provides the subject for another new book, but this time a strictly factual rather than imaginative effort. It is George Bilainkin's SECOND DIARY OF A DIPLOMATIC CORRESPONDENT (Sampson Low. 18s.). This is a rather breathless book, dealing with the day-to-day events of 1945, and its clipped, staccato style makes swift but uneasy reading. The style, however, is in conformity with the times, and Mr. Bilainkin, with his many contacts, his many acquaintances, and his many friends, reveals not a little inner history and provides many sidelights on the war from his highly international viewpoint. The book is very much in the style of the *Riddell Diaries*, which were so popular before the war, and it is sure of a wide public.

James Agate, who on his own admission has spent only three weeks in the United States, most of that being in New York, has already joined issue with James Pope-Hennessy regarding the latter's new book, AMERICA IS AN ATMOSPHERE (Home and Van Thal. 8s.6d.). Mr. Agate declares that Major Pope-Hennessy sees the country through rose-coloured spectacles, taking him to task for his tendency both to rhapsodise and generalise when giving his impressions of American people and the American scene. This is manifestly unfair to Major Pope-Hennessy, who, in his charming essay, allows his critical powers full play but, at the same time, brings into high relief the things about America he deems to be really fine. Apart from its unpromising and possibly rather precious title, this is a delightfully engaging book, the product of a deep regard for America and many thousands of miles of travelling. Mr. Agate, by drawing on his limited experiences during that memorable three weeks' visit of his, has not the ammunition to answer it.

Three more travel books, all the work of soldier-writers, are ALL OVER THE WORLD, by Lieut.-Colonel P. T. Etherton (John Long. 18s.); A CENTAUR LOOKS BACK, by Lieut.-Colonel V. C. Leckie (Hodder and Stoughton. 9s. 6d.); and PICTURES FROM PERSIA, by Cecil Keeling (Robert Hale. 15s.). *All Over the World* is an enthralling personal account of fifty years of travelling, and the author, who has held many important posts and been involved in many strange adventures, has, among other things, sailed before the mast in the Pacific, served with Kitchener's Fighting Scouts in South Africa, hitch-hiked across America, and flown across the Andes. Colonel Etherton has a wonderful gift for story-telling, and his book is full of good anecdotes. *A Centaur Looks Back* is very much more limited in scope than Colonel Etherton's book, being an account of the experiences of an officer of the Royal Army Veterinary Corps, but it is full of interest and will appeal to those who have soldiered in India. *Pictures from Persia*, as the title indicates, is an illustrated record of life in that military backwater during the war. The coloured line-drawings are excellent. Cecil Keeling, the author-artist, has very much the Daumier touch.

Two new additions to the 5s. series, "Britain in Pictures," so admirably presented by the house of Collins, are ENGLISH ESSAYISTS, by Bonamy Dobree, and ENGLISH POPULAR AND TRADITIONAL ART, by Enid Marse and Margaret Lambert. Mr. Dobree's essay on the essayists makes excellent reading, and the illustrations are well chosen, notable among them being the striking Hazlitt portrait of Lamb.

New miscellanies of contemporary prose and poetry, bearing at least a physical resemblance to the old "Yellow Book," continue to pour from the press. Two of the latest are MODERN READING, NO. 14 (Phoenix House. 6s.), and FOCUS, 2 (Dennis Dobson. 7s. 6d.). The former contains an interesting criticism of the work of John Steinbeck, by Lewis Gannett, and the latter an estimate of Ernest Hemingway, by D. S. Savage.

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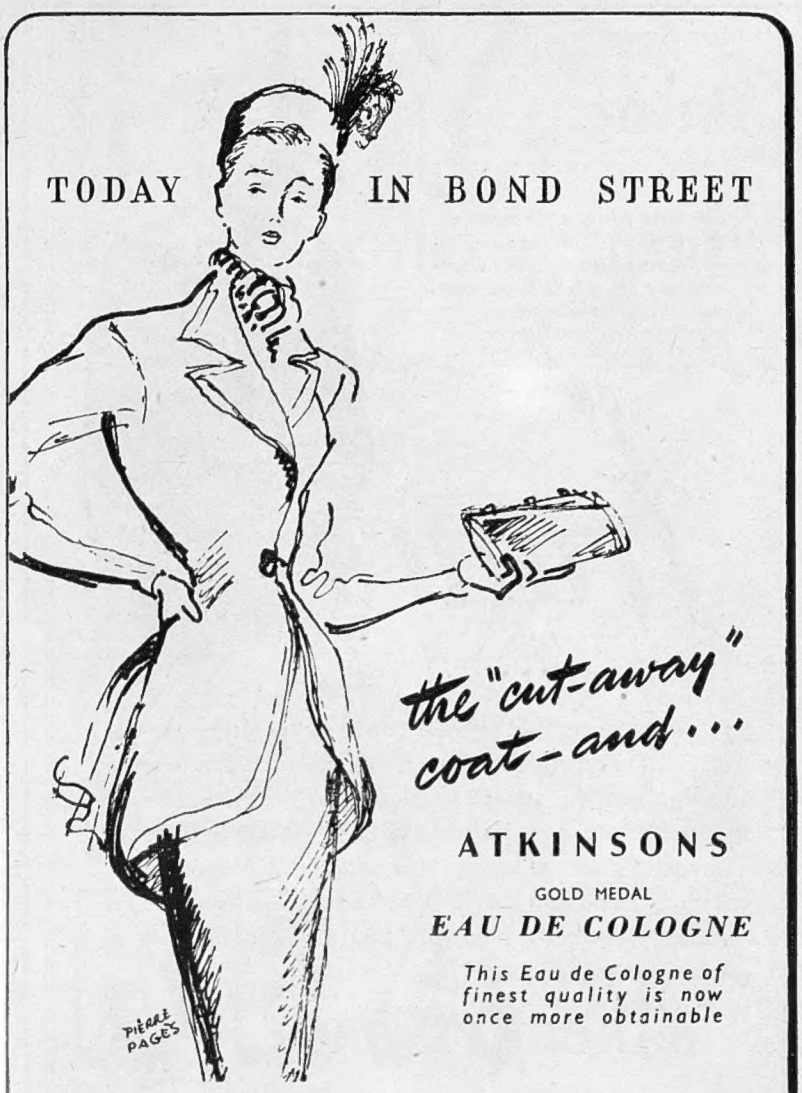

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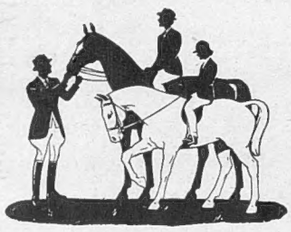

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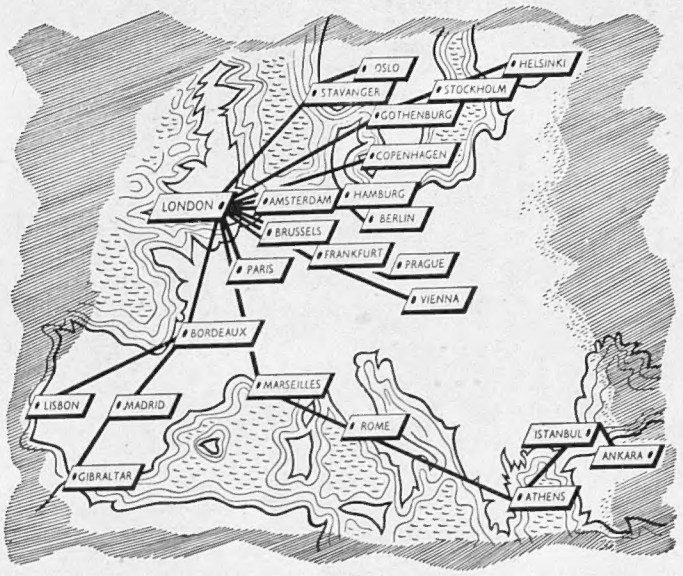

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